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Navy's second Assault

Ship named LANDING CRAFT LAUNCHED FROM 'OPEN STERN'

H.M.S. Intrepid, the second of the two assault ships which are being built for the Royal Navy, was launched at the yard of John Brown & Co. (Clydebank) Ltd., on June 25. The naming ceremony was performed by Lady Elworthy, wife of Air Chief Marshal Sir Charles Elworthy, Chief of Air Staff, the religious service being conducted by the Rev. D. Stewart, Chaplain, R.N., **H.M.S. Cochrane, Rosyth.**

The **Intrepid**, with standard displacement of 10,000 tons, is 520 feet long and has a beam of 80 feet. Her armament comprises four Seacat launchers and two 40-mm. Bofors. There is also space for a Wessex helicopter.

Assault ships are a new design for the Royal Navy; they will operate with a Royal Marine commando or infantry battalion and will be capable of landing troops and vehicles by means of landing craft carried in the ship's dock and launched through a special flooded compartment in the open stern. Facilities are also provided for operating military lift helicopters.

INTER-SERVICE CO-OPERATION

The **Intrepid** is fitted out as a naval assault group brigade headquarters ship and is provided with an assault operations room from which naval and military personnel, working in close co-operation, can mount and control the progress of an assault operation.

She will be equipped with the latest radio aids so that the Admiralty or other appropriate authorities can send teleprinter messages to the ship wherever she may be operating; her H.F. transmitters will enable her to communicate with Commonwealth or Allied receiving stations, and she will also be able to maintain contact with other ships, aircraft, military authorities and associated landing craft which may be operating with her.

A high standard of living accommodation has been achieved for the ship's company. This includes bunk sleeping, messing on cafeteria system with separate dining halls for senior and junior ratings, and the usual arrangements for film shows, library, etc. All accommodation is air-conditioned as are the offices, sick bay, workshops and operational spaces.

The first assault ship, the **Fearless**, now building at Messrs. Harland & Wolff Ltd., Belfast, was launched on December 19, being named by Lady Hull, wife of General Sir Richard Hull, Chief of the Imperial General Staff.

'Wedding of the year'

WHEN Able Seaman J. Boardman and his bride, the former Miss Marion Ridgway were married at Portsmouth Registry Office on June 27, his friends decided that he should be given a proper send off.

The groom is a member of the Portsmouth Command naval field gun crew, and his colleagues, in their specially whitened gaiters and wearing their track suits, and with the field-gun brightly burnished, placed the newly weds in chairs (appropriately marked with an "L") on the gun carriage, and hauled them through Commercial Road and Edinburgh Road to Queen Street, where the reception was held.

Shoppers stared and queues of traffic formed, but no one minded even a little bit. This was the Navy's way of doing things and, of course, to visitors and residents alike, the Navy can do no wrong.

LIFTED CARS

Two cars parked too near the entrance to the Registry Office while the ceremony was taking place. These could not be allowed to interfere with this special wedding, and so members of the gun crew picked up the offending cars and lifted them to a more convenient parking spot. This treatment would have been meted out to other cars should there have been traffic jams on the route.

The bridegroom was back in the naval barracks on Monday in order to continue his training. Even a wedding must not interfere with the preparation for the Royal Tournament at Earls Court from July 8 to 25.

'JOYSTICK CONTROL' SAVES MANPOWER

THE "Oberon" Class submarine H.M.S. Opossum was commissioned on June 5 at a ceremony in the Cammell Laird Shipyard, Birkenhead. **H.M.S. Opossum** (Lieut.-Cdr. W. L. Owen, R.N.), is the eleventh of the class and the nineteenth of the Navy's new battery-power hunter-killer submarines, developed from **H.M.S. Porpoise**, which entered service six years ago.

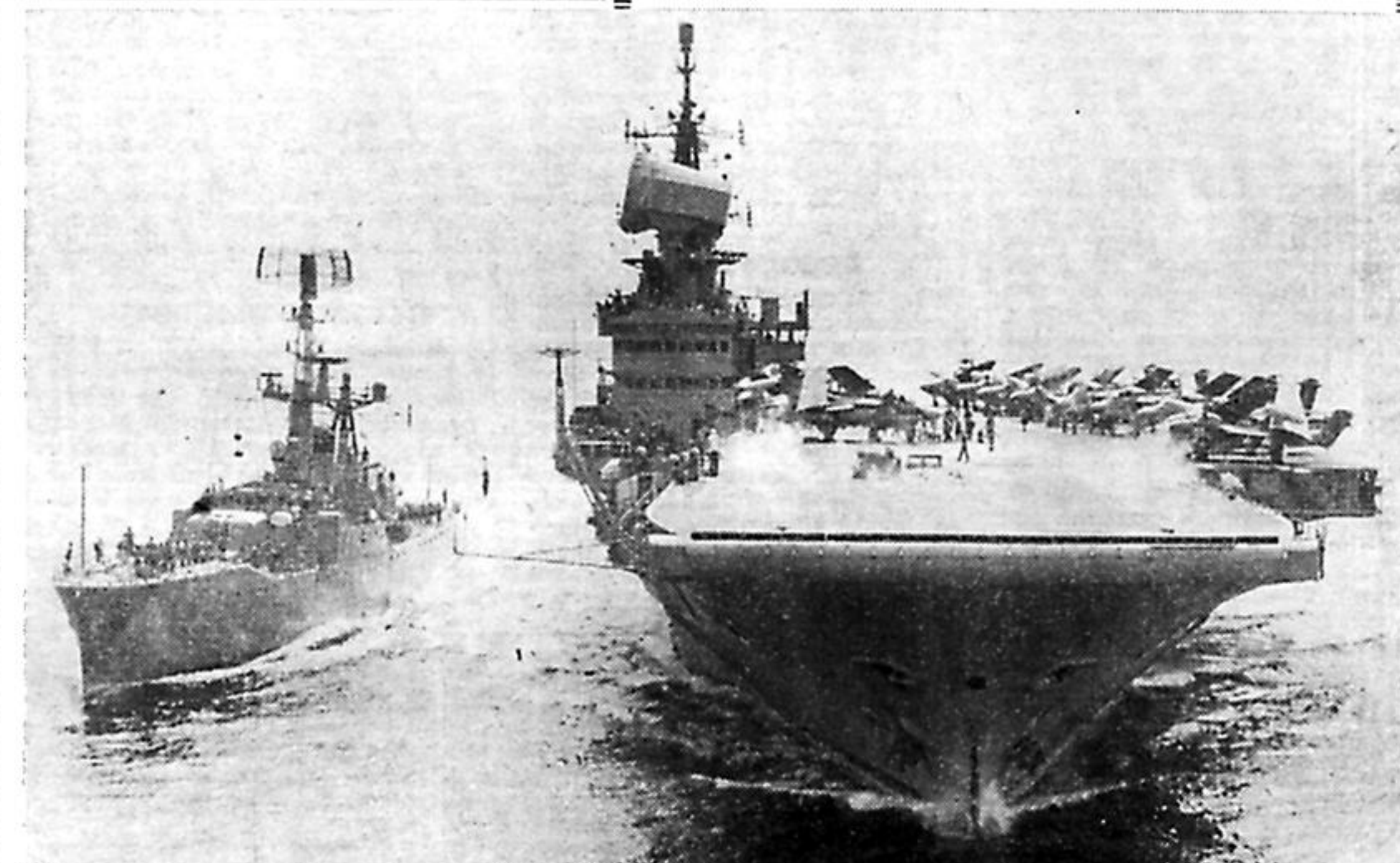
Although not nuclear powered, the performance of the "Porpoise" and "Oberon" classes is revolutionary compared with wartime submarines. Using advanced sonar equipment developed in this country, they can detect ships and submarines at vastly greater ranges, and their high-power batteries can drive them silently to intercept at underwater speeds in excess of 15 knots.

For attack they are armed with homing torpedoes, backed by a complex fire control system.

A feature of **H.M.S. Opossum** is her "Joystick" control gear. Sitting at a console reminiscent of a bomber's flight deck, one man can control the submarine's course and depth. Also incorporated is an automatic steering and depth-keeping device.

This measure of automation has made it possible to reduce the complement in the **Opossum** to six officers and 57 ratings, allowing for still further improvements to accommodation and amenities.

CO-OPERATION



A jackstay transfer between **H.M.S. Victorious** and **H.M.A.S. Parramatta** during a "shop-window" demonstration. Such transfers of men and stores are an everyday occurrence between ships and, with refuelling at sea, enable smaller ships to be operational for periods much longer than in the past

Relentless comes back into the Service

H.M.S. RELENTLESS commissioned at Rosyth on June 27 under the command of Capt. A. G. Watson, R.N., for a general service commission in the Home Fleet and East of Suez, forming part of the 29th Escort Squadron. She has a complement of nine officers and 180 men.

The second ship to bear the name **Relentless** was originally a "Rotherham" Class destroyer launched on Clydebank on July 15, 1941. She was first commissioned on November 19, 1942, for service with the Home Fleet and was employed on anti-submarine operations. In February, 1944, while serving with the Eastern Fleet in the 11th Destroyer Flotilla, **Relentless** sank the enemy supply tanker **Charlotte Schliemann** in the South Indian Ocean.

In 1951 **Relentless** was the first of two "Rotherham" Class destroyers to be converted into Type 15 anti-submarine frigates which were prototypes for the present generation of fast, heavily armed frigates. With a standard displacement of 2,036 tons and capable of high speed, the armament consists of two 4-inch and twin 40 mm. Bofors guns and two triple anti-submarine mortars. In addition, the ship is fitted with modern sonar and has completely up-to-date anti-submarine equipment. She is fully capable of directing anti-submarine helicopters.

FIRST RELENTLESS

The name "Relentless" was originally chosen by the then First Lord of

TWO FIRES IN PUMA IN ONE MONTH

SERIOUS damage was caused in the engine room of **H.M.S. Puma** (Capt. M. N. Lucey, D.S.C., R.N.) by fire on June 11, the day before she was to have sailed for trials in the Channel after a 14-month refit in **H.M. Dockyard, Portsmouth.**

The ship's company fought the fire until the arrival of the Dockyard and Portsmouth Fire Brigades. The cause of the fire was not known at the time of going to press but it is stated that sabotage can be ruled out.

There was a minor fire in the ship on June 1, damage being very slight.

WARSHIP DAMAGED

THE frigate **H.M.S. Salisbury** (Cdr. W. Fitzherbert, R.N.) was damaged when in collision with the destroyer **H.M.S. Diamond** (Capt. J. D. Cartwright, R.N.) on June 25. With other ships the frigate and the destroyer had been rehearsing for a Navy sea day exercise, and were returning to Portsmouth harbour.

Damage to **Diamond** was superficial, but **Salisbury** sustained damages which, it is expected, will take a couple of weeks to repair. There were no casualties in either ship.

An inquiry is to be held.

A photograph of **H.M.S. Diamond** appears on page 9.

BRITAIN'S OUTSTANDING CIGARETTE

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Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N. (Retd.)
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

EDITORIAL

FIFTY years ago this month, July 18, 1914, there was anchored at Spithead, for review by H.M. King George V, possibly the largest armada the world had up to that time seen. Altogether there were well over 200 warships ranging from the mighty Dreadnoughts to destroyers and small craft. There were, also, 23 seaplanes.

The flower of the British Navy was at Spithead yet we had ships and men to spare to cover the Mediterranean and other parts of the world. Less than a month later many of these ships were in action. The very names must bring back memories—Lion, Queen Mary, Natal, Southampton, Audacious, Colossus, Hercules, Iron Duke, Cressy, Hogue, Good Hope, Cornwall, to name but a few. There were 24 Dreadnoughts, 35 pre-Dreadnoughts, 18 armoured cruisers, seven protected cruisers, 24 light cruisers, 78 destroyers—all fully manned, for the Royal Fleet Reserve had been called up on this occasion.

The mighty vessels, the powerful, ponderous battleships have gone. The heavy cruisers, some with displacements of between 11,000 tons and 13,000 tons or more have gone too. The destroyers—the torpedo-boat destroyers, with displacement ranging from 900 tons have been replaced by ships having a fire power undreamt of 50 years ago.

All the ships at the 1914 review were, or had been, the finest of their types and in the coming war were to prove that they were manned by men without equal.

Men—that is the one thing that has not changed. True, the present-day sailor has to have a far wider knowledge than his predecessors, but the spirit of loyalty and service, as necessary then as it is today, was pre-eminent. The tools that they had, the best that human ingenuity could provide 50 years ago, were used to the full, and Britain, aye, and the world, can thank the men who so bravely fought and died.

Their sons fought in an even more terrible war, with even more powerful weapons, and showed that they were "chips of the old block" and should there ever be another war, which God forbid, there is not the slightest doubt that the men who man our ships today will give as good account of themselves as all their predecessors, right down through the centuries.

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N.B.—To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organised at short notice.

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A TERRIBLE NIGHT

SIR,—What memories ex-C.P.O. Symonds' story (June issue) brings back to me. I was in Dido at the time and helped survivors on board when Radiant came alongside. I think Radiant was senior ship and, if my memory is right, was commanded by Cdr. Nash.

I have always been under the impression that the Radiant was the sole survivor of a division of four boats, Tornado, Torrent and Surprise sunk.

Some time afterwards I was serving in a paddle steamer, H.M.S. Melton (Race Course class). We had taken a convoy across to the Hook and in waiting for the homeward-bound convoy to come out we lost the leader, Scott and the destroyer Ullswater, by mines.

Afterwards I joined H.M.S. Concord of the 5th Light Cruiser Squadron and, like C.P.O. Symonds, we went to the Baltic. On passage out we took Mr. Paderewski to Danzig, calling first at Copenhagen, where we waited for information from the Germans about the position of their minefields. Mr. Paderewski had been asked to return to Poland to become its President.

EX-P.O.s' JOY

When we came back to Copenhagen from Danzig we brought back about 400 of our prisoners, mostly taken prisoner in 1914-15. I can see them now: they were marched down to the ship and as they came around a corner of the dockside buildings and spotted the White Ensign, they cheered and rushed to the ship as well as their weak state would allow them. (Their German escort had quickly made themselves scarce.)

When we had left Harwich we had

loaded up every spare space with clothing and crates of Guinness, and each man, as he came up the gangway was handed a bottle. You should have seen their faces. It did us good to look at them. We did this trip, Copenhagen to Danzig, or, sometimes, to Stettin, several times bringing back prisoners.

One Sunday in Copenhagen the ship was open to visitors and we soon had to close the gangway as the ship was packed. I was on duty on the Signal Bridge and showed several parties round, explaining the different things. When one party was about to go down the ladder one person, about my own age, thanked me and another, who spoke English, said "That is our Crown Prince"—today's King George of Denmark. We had a wonderful time there.

I again followed C.P.O. Symonds to Ireland, but this time I was in the Royal Irish Constabulary ("Black and Tans" he calls us).

HARWICH TRAGEDY

Another terrible night C.P.O. Symonds may remember was in Harwich harbour itself. The liberty boats had just left Harwich Pier at 7 p.m. when, suddenly, a terrific wind sprang up and boats were lost all over the harbour. I think I am right in saying that between 80 and 90 were drowned, including 43 from H.M.S. Conquest. Her cutter was washed ashore at Felixstowe and

bodies were being found in the harbour for weeks afterwards and some were found nearly as far away as Orfordness.

Another vivid memory of Harwich. One morning three "E" class submarines cast off from Maidstone to go out for exercises. One of them was a minelaying type and a mine became detached and left the tube about half way down river between Parkstone and Harwich. Everything moved with caution, but I think it was found several hours later.

Admiral Tyrwhitt lived a few miles from here before his death and if you were ex-Harwich Forces it was an order to stop and have a chat. He never forgot a face. His coxswain was verger at a church quite near here.

Before finishing I must thank you for the enjoyment I get from reading "Navy News" every month and I wish you and all old Harwich Forces men all the very best. —Yours, etc., E. A. STANGER (ex-Signalman), Tenterden.

PHOTOS WANTED

SIR,—As a former R.N. member now living over here, I am compiling a pictorial history of British naval visits to these waters over the past century in peace and war and having tried all known commercial and official sources, I would now like to ask for readers' help.

I believe that this will be the only comprehensive history of its kind (and,

as such, I plan to present it ultimately to a fitting official museum) and therefore, it should be complete as possible.

I find that the real progress on this has been made through unexpectedly coming across single photographs rather than any quantity acquisitions and I would much appreciate any pictures of visits to the U.S., Canada, Bermuda, Caribbean, Panama and South American waters, ranging from the special calls made by such as Hood, Repulse, etc., down to the seasonal cruises by the ships on station here. In the latter case, it is my intention to try to have a picture taken of each ship's port of call, so you will see that although a single photo may seem not worth sending this distance, it could well be the only existing one to fill a missing gap.

SPECIAL VISITS

Space does not permit details, but regarding the latter, I would much like to come across prints of such as Raleigh, York, Exeter, Orion, Apollo, Ajax, Berwick, the "C" and "D" cruisers, Scarborough, Dundee, Valerian, Wisteria and Heliotrope; and since 1945, Kenya, Glasgow, Superb, Sheffield, Snipe, Sparrow, the "Bay" class and the type-15 frigates.

Examples of special visits of which I have yet to find photographs are: Southampton and Glasgow at New York (1939), Constance at New York (1919), Ulster at Chicago and on the

(Continued on page 3, col. 1)

DRAFTING FORECAST—YOUR NEXT SHIP

Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.

(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

(iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

(iv) Ships in which Locally Entered Cooks (S), Cooks (O) or stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S), all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; (E)—Leading Cook (S) and Stewards only; (F)—Cooks (S) and Stewards only.

H.M.S. Lofoten (Helicopter Support Ship), June 23 at Devonport. Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Clarbiston (C.M.S.), July 6, at Portsmouth. Home Sea Service. Vernon Squadron. U.K. Base Port, Portsmouth.

H.M.S. Badminton (C.M.S.), July 8, at Portsmouth. Home Sea Service. Vernon Squadron. U.K. Base Port, Portsmouth.

H.M.S. Nubian (G.P. Frigate), July 8, at Portsmouth. General Service Commission. Home/Middle East (Phased). 9th Frigate Squadron. U.K. Base Port, Portsmouth (B).

H.M.S. Delight (Destroyer), July 9, at Rosyth for trials. (To reserve on completion of long refit.)

H.M.S. Myrmidon (Survey craft), July 16, at Chatham, for Home Sea Service. U.K. Base Port, Portsmouth (C).

H.M.S. Mermaid (Survey craft), July 16, at Devonport for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Ursa (A.S. Frigate), July 21, at Devonport. General Service Commission (Phased). Home/W. Indies/ Home/W. Indies. 8th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Euryalus (A.S. Frigate), July 28, at Greenock. Home Sea Service. Foreign Service (Far East) from January, 1965 (tentative date). Capt. (D) 26th Escort Squadron on arrival on Station (C).

H.M.S. Puma (A.A. Frigate), August 18 at Portsmouth. General Service Commission. Home/South Atlantic and South America/Home/South Atlantic and South America. 7th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Blackpool (A.S. Frigate), August 18, at Chatham for trials. General Service Commission, December 17 (tentative date). Home/East of Suez/Home/East of Suez. 28th Escort Squadron. U.K. Base Port, Portsmouth (C).

H.M.S. Shoulton (M.H. Conversion), August 31 (may be delayed), at Portsmouth. Home Sea Service. Transfer to Vernon Squadron and transfer to 3rd M.S. Squadron, April, 1965. U.K. Base Port, Portsmouth.

H.M.S. Undaunted (A.S. Frigate), September 7, at Chatham, L.R.P. complement.

H.M.S. Troubridge (A.S. Frigate), September 7, at Malta. General Service Commission. Home/Med. Home/Med. 27th Escort Squadron. U.K. Base Port, Portsmouth (C).

H.M.S. Jaguar (A.A. Frigate), September 8, at Chatham. General Service Commission (Phased). Home/S.A. and S.A./Home/S.A. and S.A. 7th Frigate Squadron. U.K. Base Port, Portsmouth (C).

H.M.S. Tartar (G.P. Frigate), September 8, at Devonport. General Service Commission (Phased). Home/W. Indies/Home/W. Indies. 8th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Devonshire (G.M. Destroyer), September 10, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth.

H.M.S. Meon (L.S.H.), September 11, at Bahrain. Foreign Service, Middle East. Amphibious Warfare Squadron (B).

No. 820 Squadron, September 23, at R.N. Air Station, Culdrose. General Service Commission. For H.M.S. Eagle, Wessex.

H.M.S. Investon (M.H. Conversion), September, at Devonport. Home Sea Service. 1st M.H. Squadron. U.K. Base Port, Rosyth.

H.M.S. Appleton (C.M.S.), October 9, at Bahrain. Foreign Service, Middle East. 9th M.S. Squadron (E).

H.M.S. Flockton (C.M.S.), October 9, at Bahrain. Foreign Service, Middle East. 9th M.S. Squadron (E).

H.M.S. Parapet (L.C.T.), October 16, at Bahrain. Foreign Service, Middle East. Amphibious Warfare Squadron (F).

H.M.S. Eskimo (G.P. Frigate), October 21, at Portsmouth. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Portsmouth (B).

No. 829 Squadron, Nubian Flight, October 21, at R.N. Air Station, Culdrose. General Service Commission, Wasp.

H.M.S. Kemerton (C.M.S.), October 23, at Bahrain. Foreign Service, Middle East. 9th M.S. Squadron (E).

H.M.S. Chilcompton (C.M.S.), October 23, at Bahrain. Foreign Service, Middle East. 9th M.S. Squadron (E).

H.M.S. Palliser (A.S. Frigate), October 27, at Rosyth for trials. Home Sea Service Commission January 5. Fishery Protection Squadron. U.K. Base Port, Rosyth.

H.M.S. Leopard (A.A. Frigate), October, at Portsmouth. L.R.P. complement.

H.M.S. Londonderry (A.S. Frigate), November 5, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. 28th Escort Squadron. U.K. Base Port, Portsmouth.

H.M.S. Cavendish (Destroyer), November 18, at Portsmouth. General Service Commission. Home/East of Suez/Home/East of Suez. (Phased). 28th Escort Squadron. U.K. Base Port, Rosyth.

No. 829 Squadron (Eskimo Flight), December 2, at R.N. Air Station, Culdrose. General Service Commission, Wasp.

H.M.S. Caprice (Destroyer), December 3, at Rosyth for trials. General Service Commission, February 19, 1965. Home/East of Suez/Home/East of Suez. 28th Escort Squadron. U.K. Base Port, Devonport.

H.M.S. Gurkha (G.P. Frigate), December 10, at Rosyth. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Rosyth (B).

H.M.S. Triumph (Escort Maintenance Ship), December 31, at Portsmouth. Service under consideration. Far East (C).

H.M.S. Hubbertson (C.M.S.), December, at Chatham. Local Foreign Service. 6th M.S. Squadron (E).

H.M.S. Rhyl (A.S. Frigate), January 7, at Portsmouth. General Service Commission (Phased). Home/Med/ Home/Med. Capt. (D) 23rd Escort Squadron. U.K. Base Port, Portsmouth (A).

H.M.S. Salisbury (A.D. Frigate), January 7, at Devonport. General Service Commission (Phased). Home/ Med. / Home / Med. 23rd Escort Squadron. U.K. Base Port, Devonport.

H.M.S. Diamond (Destroyer), January 14, at Chatham. General Service

Commission (Phased). Home/Med/ Home/Med. Div. Ldr., 23rd Escort Squadron. U.K. Base Port, Portsmouth (C). (A).

H.M.S. Barrosa (A.D. Conversion), January 15, at Singapore, for Foreign Service (Phased). Far East. 24th Escort Squadron (A).

H.M.S. Hampshire (G.M. Destroyer), January 21, at Portsmouth. General Service Commission (Phased). Home /East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth.

H.M.S. Sheraton (M.H. conversion), January at Portsmouth. Local Foreign Service. 6th M.S. Squadron (E).

H.M.S. Loch Fada (A.S. Frigate), February, at Singapore. Foreign Service (Far East) (Phased). 26th Escort Squadron (A).

H.M.S. Striker (L.T.S.) and No. 3 Assault Squadron, February 5, at Gibraltar. Foreign Service (Middle East). Amphibious Warfare Squadron (B).

H.M.S. Bastion (L.C.T.), February 5, at Bahrain. Foreign Service (Middle East). Amphibious Warfare Squadron (F).

H.M.S. Malcolm (A.S. Frigate), February at Rosyth. L.R.P. complement.

H.M.S. Lowestoft (A.S. Frigate), February 11, at Chatham. General Service Commission (Phased). Home/ Med/ Home/Med. 23rd Escort Squadron. U.K. Base Port, Portsmouth (C). (A).

H.M.S. Naiad (A.S. Frigate), February 23, at Glasgow. For Home Sea Service. 20th Frigate Squadron. U.K. Base Port, Portsmouth (C). (Under consideration).

H.M.S. Bronington (M.H. Conversion), February, at Rosyth. Home Sea Service. Vernon Squadron. U.K. Base Port, Portsmouth.

H.M.S. Ulster (A.S. Frigate), March 4, at Devonport. For trials. Home Sea Service. April 29. 17th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Laleston (C.M.S.), end March. Transfer to Vernon Squadron. Home Sea Service. U.K. Base Port, Portsmouth.

(Continued on page 5, col. 1)

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Vindictive gun in R.M. Museum

SIR.—Those survivors from the Sattack on Zeebrugge who have recently revisited the mole might like to know the subsequent history of one of H.M.S. Vindictive's Lewis guns.

When it came into my possession as a war souvenir in 1918, after doing outstanding service in the battle, it was shot up so badly that it was quite useless. When, in 1942, I found myself responsible for the weapon training of a Home Guard battalion without any weapons for the troops, I serviced this L.M.G. and used it for range work. It was fired by hundreds of men and proved so effective that when the official issue of American Lewis guns arrived I had trained about 50 instructors and many first-class gunners who could carry out training at platoon level.

This old Belgian .303, one of the 1914 batch, proved to be superior to the American .300's we received, grouping more closely and being almost free of the usual stoppages.

A short time ago I presented this famous gun, which had done such useful work in two wars, to the Royal Marines Museum at Eastney, Portsmouth, where it can be seen by all those who are interested.

THOUSAND TROPHIES

The "Victorious Shot" on page 16 of your June issue reminds me a bit of my father, Lieut.-Cdr. A. J. Raven, R.N., who won the Revolver Gold Badge at Bisley 11 times, the King's Prize (Service Rifle) at Melbourne, 1907, and over 1,000 major trophies, all in 15 years, 1899-1914. He made many records, some of them world ones, and was, I believe, the finest shot the Navy, and indeed this country, ever had. He won 35 gold medals in all (Rifle and Revolver).—Yours, etc., A. L. RAVEN, (Major) 4th and 5th Hampshire Battalion, H.G., Winchester.

(Continued from page 2, col. 5)

Lakes (1959), Nelson at Philadelphia (1944), and Belfast at San Francisco (1962).

Again, however, I would welcome anything at all of any vintage and will cover all costs involved—at the very least, the postage. In the case of photographs on loan, I will copy and return promptly.—Yours, etc., KENNETH R. KELLY, 120 Main Street, Irvington-on-Hudson, New York, U.S.A.

Advancements

CONFIRMATION has been received that the following have been advanced to Chief Petty Officer or Chief Artificer rate.

To Chief Petty Officer
JX850860 A. D. Swinton, JX157930 H. C. Carter.
To Chief Sallmaker
JX154834 F. G. Harvey.
To Master-at-Arms
MX712112 N. D. G. Castle, MX759582 J. H. Bryant.
MX661290 B. Mills, JX789671 J. F. Willmott.
To Chief Petty Officer Caterer
MX874029 A. J. Cookson.
To Chief Petty Officer Stores Accountant (S)
MX121633 R. Phelan.
To Chief Petty Officer Steward
LX847340 E. Lobley.
To Chief Shipwright Artificer
MX86588 R. S. Brown, MX863684 G. Young.
To Chief Plumber
MX758970 A. C. Thorpe.
To Acting Chief Engineer Artificer
MX902684 P. G. Gray.
To Acting Chief Mechanician
KX885036 A. L. Oakley, KX914212 C. Roberts.
To Acting Chief Ordnance Artificer
MX7695 K. A. P. Barnes, M928549 E. G. Dunn, MX946272 J. W. W. Mallett.
To Chief Engineering Mechanic
KX769734 F. Anderson, KX894375 G. J. B. Gee, KX138895 K. L. Rawlings, KX963378 T. Townsend.
To Acting Chief Electrical Artificer
MX708098 A. C. Gale, M928585 A. G. Holmes, MX818570 R. L. Jago, MX803772 J. B. Stapleton, MX913585 A. S. Trudgian.
To Chief Electrician
MX892773 M. Covington, MX833818 E. Gregory, MX856514 H. V. J. Jennings, MX892673 M. Joice.
To Acting Chief Radio Electrical Artificer
MX844368 R. D. Chisholm.
To Chief Radio Supervisor
JX843620 K. W. Hopps, JX735106 F. J. Tappin.
To Chief Radio Supervisor (W)
JX890085 A. J. Aldridge.
To Chief Communication Yeoman
JX388255 C. V. Constantine, JX818006 D. Counihan, JX246306 E. A. English, JX778001 R. Ward.
To Chief Air Fitter (AE)
L/FX817630 I. D. James, L/FX743932 A. Griffiths, L/FX 772215 F. Jackson.
To Chief Airman (Met.)
L/FX868784 C. G. Olliver.
To Acting Chief Electrical Artificer (Air)
L/FX855688 K. M. Brown, L/FX902320 E. M. Mallett.
To Chief Electrician (Air)
L/FX854176 N. W. G. Gill, L/FX861797 R. Radage.
To Acting Chief Radio Electrical Artificer (Air)
L/FX669250 J. O. Hardy.
To Acting Chief Radio Electrical Mechanician (Air)
L/FX923977 J. P. Grant.

Dreadnought visits America

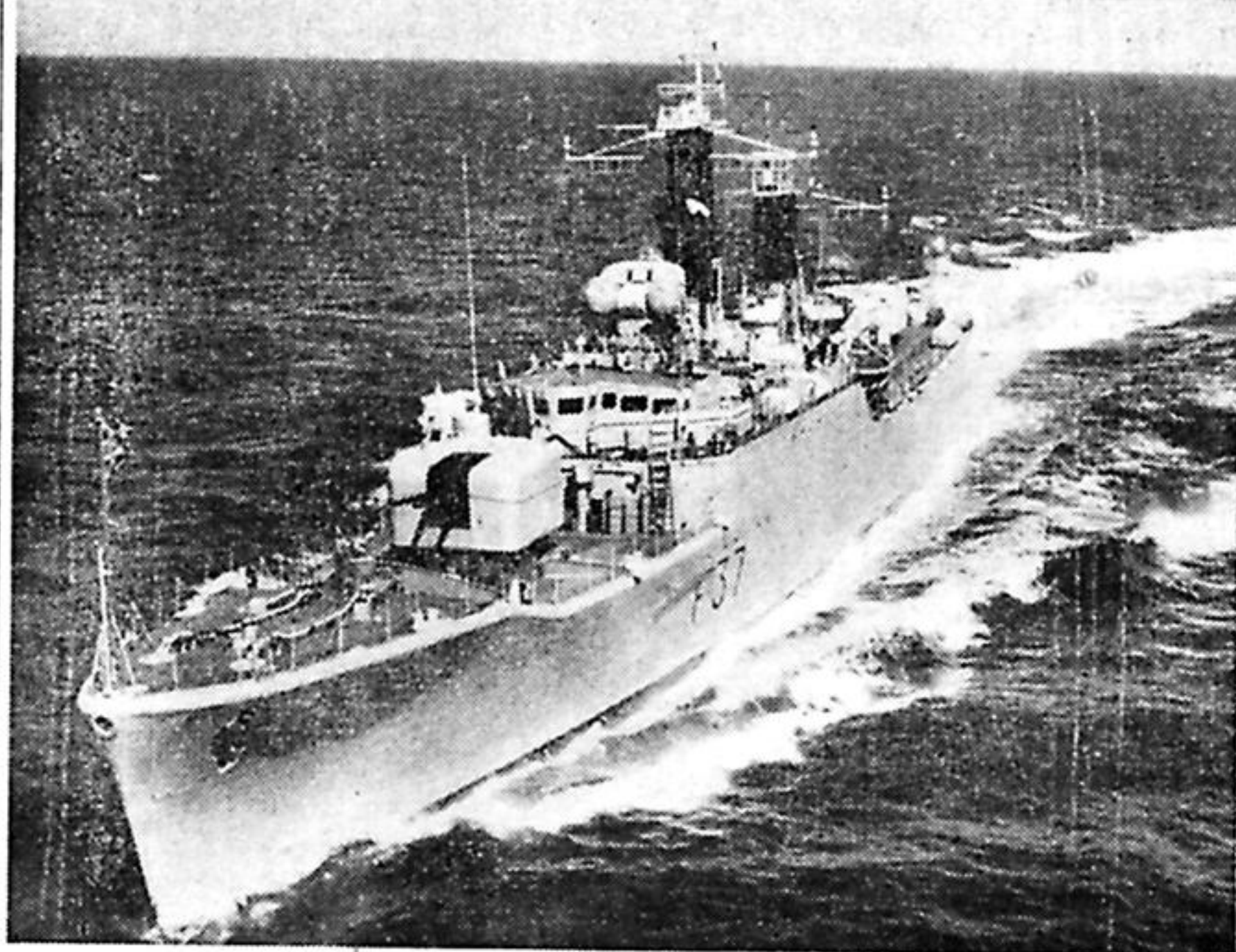
THE Royal Navy's first nuclear-powered submarine, H.M.S. Dreadnought (Cdr. B. F. P. Samborne, R.N.), visited the United States last month.

H.M.S. Dreadnought visited Norfolk, Virginia, between June 19 and 24, and later paid a brief call at Bermuda.

SHIPS OF THE ROYAL NAVY

H.M.S. Jaguar

No. 104



H.M.S. JAGUAR is a "Leopard" class diesel anti-aircraft type frigate, one of the "Big Cats," (the others being Leopard, Lynx and Puma), was built by Wm. Denny & Bros. Ltd., Dumbarton, being laid down on March 25, 1953, launched by H.R.H. Princess Alexandra on July 30, 1957, and completed on December 12, 1959.

Of 2,520 tons (full load) displacement, the ship is 339 ft. in length (overall) with a beam of 40 ft. Complement is about 200.

Main armament is two twin 4.5-inch guns. The two Bofors are to be replaced in due course by Seacat surface-to-air guided missiles. A/S weapon is a Squid triple-barrelled depth-charge mortar.

Commanded by Cdr. J. B. Robathan, R.N., Jaguar is at present serving on the South Atlantic and South America Station, and in the first half of her foreign leg sailed well over 41,000 miles, working in the Middle East, South Africa, and a trip to South America which included visits to Uruguay and Argentina and a one-day visit to Tristan da Cunha.

PARENTS PRESENTED WITH SON'S AWARD

CPL. J. T. O. HIND, Royal Marines, of Wigton, Cumberland, who was killed in action on April 13 this year while serving with 42 Commando, Royal Marines, in the jungles of Sarawak, died not knowing that he had been nominated to receive the Ralph Garrett Memorial Award for 1963-64.

On June 2, in the office of the Commandant-General, Royal Marines, at the Ministry of Defence, General Sir Malcolm Cartwright-Taylor, K.C.B., presented Mr. and Mrs. W. Hind with their late son's award, which comprised a medal and sum of money presented annually under the Ralph Garrett Memorial Award.

While serving with 42 Commando on September 10, 1963, Cpl. Hind was second-in-command of a patrol base at Rasau, in Sarawak. Displaying outstanding leadership, determination and devotion to duty he undoubtedly saved a wounded comrade unnecessary suffering and brought him the urgent medical attention required at personal risk to himself. The official citation states that on his own initiative, he evacuated, with the help of one Marine, the wounded man by longboat, making a night trip 10 miles through the operational curfew area to seek professional medical attention.

SEVEN-HOUR JOURNEY

He knew that using a native boat, in the dark against a rising tide, and down a narrow stream would be extremely difficult and hazardous. Apart from the operational hazards of moving about at night in a curfew area, the journey involved lifting the boat, with the casualty strapped in it, over many obstacles, tree roots and

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"River" class frigate H.M.S. Wear, and which signals "Time, gentlemen, please," every evening. On the right is the spacious lounge, a delightful room, with a specially woven carpet in blue and gold with a motif of sailor's equipment ranging over wheels, charts, sextants, searchlights, capstans and pennants. There is an array of crests given by visiting ships and the curtains have a pattern of battleships from Nelson's day to the present

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyll, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A. Tidesurge, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave, Borderer, Agincourt, Leander, Grenville and Tartar.



The Chapel on the cliffs—the Naval Memorial Chapel on South Head, Sydney, N.S.W. (Royal Australian Navy photograph)

The Chapel on the cliffs— Australian Navy's Memorial Chapel has stones from ancient churches

THE Naval memorial Chapel of St. George the Martyr which stands on a rocky rampart of cliffs at the entrance to Sydney Harbour, and which is part of the Royal Australian Navy shore establishment, H.M.A.S. Watson, at South Head has connections with the United Kingdom and, indeed, many parts of the world.

The Chapel on the Cliffs is a conspicuous and timeless memorial to Australian naval men who gave their lives in the service of their country, and it would be hard to choose a more splendid location than the seaward brink of South Head. By day, and by night (when the tapering cross which soars 30 feet from the centre of the roof is illuminated making a glorious beacon which is visible for miles at sea as well as from parts of the city of Sydney and from harbour heights and foreshores) it is an outstanding feature of the landfall made by those who go to Sydney in ships.

The foundations and dressings of the chapel are of sandstone from near

Sydney and the material for both pathways and other stonework is from the near-by cliffs.

WINDOWS FROM FRANCE

The windows, brought from France, depict, in 12 sections, symbols representing the 12 Apostles. The lectern, representing the Alpine parrot of New Zealand, the kea, the spread wings of which form the forefront upon which rests the Holy Bible, is a magnificent example of the wood carver's art, and is the gift of the Royal New Zealand Navy, having been carved by a craftsman at Auckland Naval Dockyard.

On the walls of the chapel are two inscribed bronze plaques sent by

H.M.S. Vernon and H.M.S. Dryad of Portsmouth, the counterparts of H.M.A.S. Watson. Vernon's plaque contains Lord Nelson's prayer on the eve of Trafalgar, and Dryad's plaque contains General Eisenhower's D-Day message to all men in his command.

The Duke of Edinburgh presented a prayer-book for use in the chapel and the British and Foreign Bible Society gave a large Bible.

STONES FROM SCOTLAND

The altar is made of stones from historic cathedrals and chapels in all parts of the world and some of the stones are of great interest. Among the oldest are six thick flagstones forming part of the altar base which come from the ancient Blacader crypt in St. Mungo's Cathedral in Glasgow. Two other stones come from St. Andrew's

(Continued in col. 4)

DIDO STARTS HER FAR EAST 'LEG'

ON May 15, H.M.S. Dido received a signal from the Flag Officer Commanding Far East Fleet welcoming her to the Far East Station. With this signal, H.M.S. Dido became the first "Leander" class frigate to serve other than in the Home Fleet.

The first seven months of the ship's commission had been devoted to the lengthy process of testing and tuning equipment, with a subsequent work-up of the ship's company as a whole at Portland. This was followed by visits to Liverpool, where the opportunity was taken to renew links with the City of Bolton that had been formed by the previous Dido during the Second World War, and to Greenhithe. After a month at Chatham for maintenance and to give leave, H.M.S. Dido sailed on April 20 for Gibraltar.

Early on April 24 H.M.S. Dido entered Gibraltar harbour, preceded by H.M.S. Berwick, the Leader of the 21st Escort Squadron. A stay of eight hours was sufficient to allow shopping leave to both watches and gave the two ships the opportunity to land ten Departmental sports teams each. The overall results of these matches indicated that a "Get Fit" campaign in H.M.S. Dido was clearly long overdue.

On April 27 both ships entered Grand Harbour, Malta, for a three-day stay, during which time H.M.S. Dido's



H.M.S. Dido's Wasp, piloted by Lieut. E. M. Horne, R.N., about to land on board. The passenger is the ship's commanding officer, Capt. J. W. D. Cook, R.N.

(Continued from col. 3)

Cathedral in Inverness which dates from the fifth century. Another is from Aberdeen. Derry sent a stone from its Cathedral of St. Colomb built in A.D. 927.

These stones have taken their place in the body of the altar beside stones from the Cathedral of St. John the Martyr in Jerusalem, a piece of fluted marble from St. Paul's Cathedral London, and stones from the cathedrals of Portsmouth, Exeter, Salisbury, Lincoln and Peterborough. There are other stones from the episcopal cathedral in Washington, the cathedrals in Maine and Connecticut, and the chapel of the United States Naval Academy at Annapolis, still more come from Zanzibar, Calcutta, Cape Town, Singapore, Hong Kong and Korea, from cathedrals in New Zealand and the Australian cities of Sydney, Bathurst, Melbourne, Perth and Rockhampton.

Embedded in the chapel walls to support the credence table are two decorative carved stone heads from Southwell Minster, a cathedral built in A.D. 630. Another carved head used in similar fashion is from St. Eusebius's Kirke at Arnhem in which church four men of the Royal Australian Air Force lie buried. Associated with this head is one from St. John's Cathedral in Malta.

MALTA GIFTS

The people of Malta provided another intimate link by sending an altar cloth completely fashioned from exquisite lace. A second altar cloth in fine crochet is specially worthy of note because the donor whose fingers fast Sir S. B. E. Admiral D.L. the D. R.M. tellar, use the of Hon. th. B. theral face of reform cohair-hwell, de re th A co social sweets of lect. ng it B con-

ICE-CREAM CART

On April 30 both ships sailed for the Suez Canal, reaching Port Said on May 3 and by May 5 the ships were well into the Red Sea. The Wasp helicopter had been kept busy during the ship's passage and was even used on a couple of occasions to transfer ice-cream from H.M.S. Dido's deep freeze to H.M.S. Berwick. The pilot denies that his middle name is Antonio!

On May 8 Aden was reached and within 48 hours it seemed that every man on board had a new watch, camera or transistor radio. It was here that the two ships parted company. On May 11 Dido sailed for Gan while Berwick stayed on at Aden. Four days' steady steaming in a south-easterly direction, and on May 15 the ship crossed the Equator where, with due pomp and ceremony, King Neptune and his Court were welcomed aboard. Out of a ship's company of 250 officers and men, almost 180 were crossing the line for the first time, and the policemen and bears were kept hard at it ensuring that no victim escaped the tender cares of the Royal Barber and Apothecary.

TEN-OARED WIN

On May 16 Dido entered Addu Atoll, which is the most southerly of the atolls which together make up the Maldives Islands. The ship was made

How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch? No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Assurance rolled into one.

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When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

*For members of the W.R.N.S. the Pension is £149 a year.



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How do you set about all this?

Which will you take? I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire and the wife provided for if anything happened to me—well, it's the kind of security we all want.

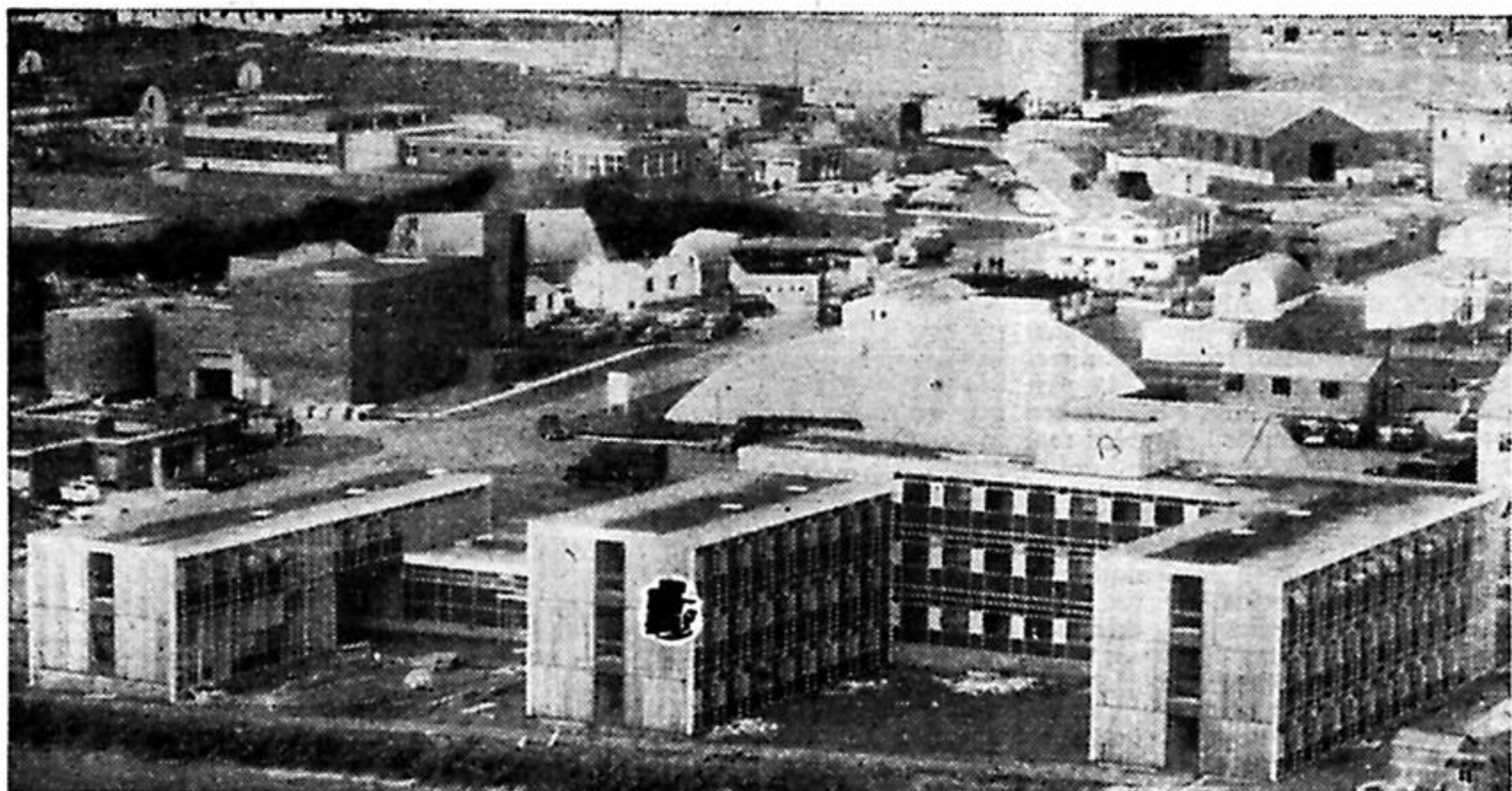
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A view of R.N. Air Station, Brawdy, on the Pembrokeshire coast, showing some of the living quarters, offices, storerooms, and hangars of this important Naval Air Command establishment

Londonderry left a good impression in Ballycastle

H.M.S. Londonderry paid a courtesy visit to Ballycastle, Northern Ireland, last month and, according to the report of an ex-naval man living in Ballycastle, the ship's arrival was

watched by thousands of town and country folk.

Those who knew nothing of the Royal Navy were amazed to see the frigate arrive, dead on time at 3 p.m., drop anchor, hoist the Jack, out booms and boats and rig stages over the sides to clean off any specks of dirt, despite the rain.

The captain called on the clerk of the Council and was entertained to lunch. There was a full sporting programme on the Saturday and sailing took place on Sunday. On the Friday and Saturday evenings dances were arranged and the local hall was filled to capacity.

The "locals" were somewhat astonished to see officers and ratings mixing together and, in the words of the ex-naval man, "pinching each other's girl partners." The captain explained to me, he says, "We are all one big family, so why shouldn't we share alike?"

The ship was open to visitors during the three-day visit, and the ship's company enjoyed showing the visitors around. The warm welcome was greatly appreciated by those on board and the people of Ballycastle certainly enjoyed having Londonderry there.

The "Navy News" correspondent said: "I noticed that a patrol was landed—for why, I do not know, as there was not a disorderly or a drunken man to be seen during the visit." He went on to say that the ship sailed on Monday, June 15, leaving behind many broken hearts and a good record that will take some breaking.

(Continued from col. 3)

Pandit—the High Commissioner for India in the United Kingdom—and later embarked in the I.N.S. Vikrant.

SECOND MODERNISATION

By mid-1960 future planning was firm. Brawdy was to become the base for Advanced and Operational Flying Training and, in addition, would take over the Front-Line Aircraft Holding Task from R.N.A.S. Abbotsinch. About a year later the station once again went into a state of suspended animation while planners, architects and builders started on the second modernisation and building programme to fit the station for its new tasks. The work included lengthening the main runway by 500 yards, provision of extra senior and junior ratings' accommodation, the building of a 'Wrenery' to accommodate 200 Wrens, the erection of three new inter-connected hangars with an adjoining Technical Administration Block, and was largely completed by the end of 1963.

Perhaps August 1, 1963, is the most significant date in Brawdy's recent history. No. 759 Squadron, armed with nine dual-controlled Hunter T8 aircraft, was commissioned in readiness to undertake Advanced Flying Training. Their first course arrived at the end of September. No. 738 Squadron, with their single-seat Hunter GA 11's, joined Brawdy just before Christmas to continue with their task of the first phase of Operational Training.

The Aircraft Production Unit has moved into the new hangars and are busy turning out Sea Vixens for the Fleet.

There is still much new building to be started, but already the station is emerging as a comfortable, well laid-out modern air station.

NEW CARRIER BY 1973

MR. John Hay, Under Secretary for the Navy, stated in Parliament on June 10 that it was too early to forecast the date of the keel laying of the new aircraft carrier which is to be built for the Royal Navy, but the aim was to have the new ship fully operational in 1973.

A modern R.N. air station is emerging in 'Little England beyond Wales'

BRAWDY'S HISTORY

THE most westerly of the Royal Navy's air stations, situated on the picturesque Pembrokeshire coast and referred to (possibly only by those whose homes are in the North and the East) as "Little England beyond Wales," roughly between Haverfordwest and St. David's, is R.N. Air Station, Brawdy—H.M.S. Goldcrest. Originally opened as a Royal Air Force station in February, 1944, Brawdy was transferred to the Royal Navy on January 1, 1946. During most of the R.A.F.'s tenure, Brawdy was a satellite of R.A.F. St. David's, and operated a meteorological squadron using Halifax aircraft. The squadron's unspectacular task was of prime importance to those fighting the closing stages of the Battle of the Atlantic.

The early years as a naval air station were spent as a tender to, and division for, the Night Fighter School at R.N.A.S. Dale, some 15 miles to the south. On occasions the station had its own aircraft; these included the Pilotless Aircraft Unit from the Royal Aircraft Establishment, Farnborough, and No. 811 Squadron, the only Sea Mosquito squadron ever to exist.

CUT OFF FOR TEN DAYS

The ruggedness of Pembrokeshire became apparent to the small ship's company during the great snows of early 1947, when road communication was cut for 10 days. Being a tender, the station held only 48 hours' rations, and depended on the daily ration lorry from the parent station at Dale. The destroyer H.M.S. Roebuck, safety ship for Dale, was sailed from Milford Haven with victualling supplies and anchored off the small port of Solva. There, supplies were unloaded from a landing craft (assault) over the beach, man-handled to the top of the cliffs and loaded into lorries for the short trip to Brawdy.

In May of 1947, 811 Squadron exchanged their Mosquitoes for Sea Hornets, were renumbered 801, and later became the first twin-engine aircraft squadron to embark. The station reduced to care and maintenance in August and remained in this state for the next five years until it was re-commissioned as a full air station in September, 1952.

In 1949 R.N.A.S. Dale closed, and the task of flying intercept training missions for the Aircraft Direction Centre of H.M.S. Harrier was contracted to Messrs. Airwork Services Ltd., based at Brawdy. The firm, using Mosquitoes, flew their first missions for H.M.S. Harrier in February, 1950, and remained at Brawdy until September, 1952; they also undertook the conversion of naval pilots to the Mosquito.

FIVE YEARS' WORK

It was decided to improve the wartime hutted accommodation and to start a large building and works programme to bring Brawdy up to peacetime standards. Many of the Nissen huts were in such poor condition that

on at least one occasion a roof was blown off in high winds. The resurfacing of runways and installation of full airfield lighting, the enlarging and modernisation of the control tower, the building of additional hardstandings and hangars, and the construction of new technical and main stores buildings were all completed in the period 1951 to 1955. By mid-1956 the new wardroom, chief petty officers' and petty officers' messes, junior ratings' accommodation block, dining hall and N.A.A.F.I. were occupied and a centralised high-temperature hot-water system installed to provide central heating in all buildings.

The airfield was in full use from the time of recommissioning and saw the change-over from piston- to jet-engine aircraft. No. 804 Squadron, equipped with Sea Furies, worked up at Brawdy during the autumn of 1952. It was followed by the first Seahawks, No. 806 ("Ace of Diamonds") Squadron, which formed on March 2, 1953. With the introduction of any new aircraft, there were many problems and the squadron spent the first few weeks of its life flying Meteors.

No history of the station would be complete without mention of St. David's airfield, once the "master" but now the satellite of Brawdy. With the recommissioning of Brawdy, St. David's was "reactivated" and occupied by Messrs. Airwork, who continued to support H.M.S. Harrier until its closure in December, 1960; they also carried out Mosquito and jet conversion courses. St. David's closed in 1958, Airwork moving back to Brawdy.

FLYING CONTINUED

Front-line squadrons continued to form up, work up, embark from and disembark to Brawdy during the 1952-1956 period. The squadrons (all equipped with Sea Hawks) included Nos. 800, 807, 895, 897, 898 and 899. In January, 1956, the station acquired its first resident naval squadron—727 "Dartmouth"—which had the task of giving air experience to cadets from the Britannia Royal Naval College. The squadron was equipped with Balliol, Sea Prince and Vampire aircraft, and at one time operated two Dragonfly helicopters. From 1952 to 1960 the airfield was also used by visiting squadrons while they carried out armament practices on the near-by ranges at Castlemartin and St. Brides Bay.

The year was one of decision for Brawdy—a plan for the concentration of the Fleet Air Arm into three home air stations presaged its closure. A modified plan revived the airfield, though the effort was to stop modernisation and building for over two years. It was at about this time that the station, which had seen the beginning, also saw the end of the "Seahawk" era; the last squadrons disbanded here after disembarking from their parent carriers.

Early in 1960 the first contingent of the Indian Navy's first front-line squadron arrived. The squadron commissioned as No. 300 Squadron on July 7, 1960 in the presence of Madam

(Continued in col. 4)

DRAFTING FORECAST (cont'd)

(Continued from page 2)

H.M.S. Kent (G.M. Destroyer), April, at Chatham. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth (C).
H.M.S. Berwick (A/S. Frigate), April, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. Capt. (D). 21st Escort Squadron. U.K. Base Port, Portsmouth.
H.M.S. Dido (A/S. Frigate), April, at Chatham. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. 21st Escort Squadron. U.K. Base Port, Portsmouth (C).
H.M.S. Decoy (Destroyer), April, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. Div. Ldr. 21st Escort Squadron. U.K. Base Port, Devonport.
H.M.S. Corunna (A/D. Conversion), April, at Rosyth. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. 21st Escort Squadron. U.K. Base Port, Rosyth.
H.M.S. Leander (A/S. Frigate), April, at Chatham. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. 21st Escort Squadron. U.K. Base Port, Portsmouth (under consideration).

H.M.S. Blackwood (A/S. Frigate), April (tentative date), at Rosyth for trials. Home Sea Service Commission, June, 1965. Fishery Protection Squadron. U.K. Base Port, Rosyth.
H.M.S. Arethusa (A/S. Frigate), May 26 at Cowes. Home Sea Service. Foreign Service, Far East from date of sailing. 24th Escort Squadron.
H.M.S. Mohawk (G.P. Frigate), May at Chatham. General Service Commission, Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Portsmouth (C).
H.M.S. Daring (Destroyer), May at Devonport for trials. (To reserve on completion of long refit).
H.M.S. Redoubt (LCT), May at Bahrain. Foreign Service (Middle East). Amphibious Warfare Squadron. (F).
H.M.S. Lynx (A/A. Frigate), June at Portsmouth. General Service Commission. Home/South Atlantic and South America/Home/South Atlantic and South America. 7th Frigate Squadron. U.K. Base Port, Portsmouth.
H.M.S. Lincoln (A/D. Frigate), June at Singapore. Foreign Service (Far East). (Phased). 24th Escort Squadron. (A).
H.M.S. Caesar (Destroyer), June at Singapore. Foreign Service (Far East). (Phased). 26th Escort Squadron. (A).

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'Doodle-bugs' launching sites inspected

[Capt. Waight, recalled to the Service in 1939, and after serving as the Naval Officer-in-Charge, Ardrassan, Port Sudan and Tripoli, and then as Senior Naval Officer, Eastern Sicily, was appointed as the Naval Officer-in-Charge (designate) of Le Havre, in March, 1944, commanding Naval Port Party 1501, then situated on the borders of Hampstead Heath. In his last article Capt. Waight wrote of the arrival of the "doodle-bugs" in the London and South-East England area.]

It took a few days for the A.A. Defence Organisation in the London and South-East England area to decide how this new form of attack was to be met. Eventually the barrage system was abandoned. This caused alarm and anxiety, as the population had felt a sense of security from the noise of the barrage during the many previous raids. Now, the first warning was given by the noise of the "doodles" engine. In fact, they could also be seen. Consequently, with the absence of the barrage, a feeling began to grow up in the minds of many people, that they had been forsaken.

The population, however, became accustomed to the sequence of events. First, the noise of the engine and at night a ball of fire near the tail. Secondly, the dreadful moment when the engine cut out, and, thirdly, the terrifying period of intense silence, followed by a terrific explosion, which was to bring death and destruction in many homes. I saw many of them, and witnessed the devastation they wrought.

It seemed that the enemy concentrated on specific periods of the day, paying special attention to railway stations and surrounding areas during the rush-hour periods, and during the lunch-hour period. At night, the "doodles" were intermittent.

Hampstead, where Naval Party 1501

was concentrated, appeared to be a centre of attraction. Although none of the houses in which the personnel were accommodated, received a direct hit, many ceilings collapsed. My passive defence organisation worked well, and the "doodles" provided real experience.

GALE IN CHANNEL

Meanwhile, in Normandy, the beach-head had been secured. Landing craft were maintaining a rapid rate of landing supplies, and personnel, and the synthetic harbours were nearing completion, when the elements turned completely against us. A fierce gale blew for four days. A good deal of damage was done to the harbour

SOME TEMPORARY NAVAL BASES AND PORT PARTIES 1939-1945

by
Capt. H. F. Waight, O.B.E.,
R.N. (retd.)

at Arromanches, and the one which was being constructed in the American sector, was completely wrecked. This delayed the preparations being made



A suburb of Le Havre. (Photo: Imperial War Museum)

armada on D Day. We landed on King Beach at 0900 hours on July 14 in a D.U.K.W. (Duck).

LE HAVRE BY-PASSED

On landing, the naval and military staff separated, arranging to meet at the Line of Communications Headquarters at Bayeux. I reported to Admiral Rivett-Carnac, under whose command I was to serve. Many subjects were discussed, but the news gathered about Le Havre, was very depressing. Owing to a change of plan this port was to be by-passed. On the way to Bayeux, we passed through many villages which were gay with flags, particularly Union Jacks. It was July 14, a great day in French history, Bastille Day, and we were treated with great friendliness.

Our reconnaissance took us to Port En Bassin, where the harbour dried out at low water. The Naval Officer in Charge was Cdr. Cowley Thomas, who had been my executive officer at Tripoli. At Arromanches, Capt. Harold Hickling, N.O.I.C., explained the method of operating this synthetic port. The harbour was an outstanding monument to the inventive genius of the British nation, and the port a model of organisation.

In the distance, not very far from the shore were the old British warships, sunk in position, running more or less parallel to the beach, forming a breakwater, bow to stern, and named "Gooseberries." On the flanks, as it were, the concrete phoenixes were almost submerged, leaving an opening at either end of the "Gooseberries" to form an entrance. Running out from the shore, 1,200 yards in length, was a floating roadway termed the "Whale" supported by a large number of small craft moored at right angles to it, but free to rise and fall with the tide. This roadway, connected with a very large floating platform termed the "Cornicob" with sufficient depth alongside for ships to berth at any state of the tide. Cargo was discharged into lorries over the "Cornicob," and driven away over the "Whale's" back. The only snag here, was that there was only one-way traffic over the "Whale."

After leaving Arromanches, we proceeded to Caen. As we approached, shells could be seen bursting in the air, while the rat-a-tat-tat of machine guns could be heard. Large numbers of refugees leaving the town were met, pushing their belongings in trucks, prams and even balanced on bicycles. Our party was very unpopular with these very unfortunate refugees, who had lost faith in the Allies' success.

UNDER FIRE

On entering the town, we had to run

the gauntlet of machine-gun fire, not only of the enemy, but of our own troops in action in the streets, until we were directed to the 5th Base Sub-Area Headquarters, which were under continuous fire.

The purpose of our visit was explained to the commanding officer. We asked to be allowed to make a thorough survey of the docks, but he said it would be far too dangerous. However, at considerable risk from enemy snipers, he personally conducted us to a point on the river, where we could make some observations of the avant port, one at a time, to avoid providing a target for the snipers. We were able to see that two vessels were sunk on the north side of the dock, and three in the canal, while the entrance to the canal was still covered by enemy gun fire. However, sufficient information had been obtained which could be put to good use in the near future.

As we passed through a part of town which had been knocked flat (it was alleged by our own bombers), many people were still buried beneath the debris.

During our short visit, we had become a liability to the commanding officer. He must have been very glad to see us depart, and get clear without incurring any casualties. It was certainly a great experience to be under fire in the front line of the Eighth Army.

The following day the Army stores and transit camp and several launching sites for "doodle-bugs" in the vicinity were inspected at Brix. Although the launching sites had been stripped of equipment, the lay-out of the discharge system could be easily followed. The launching pad, constructed in concrete, was set at an angle of about 40 degrees. The control room was partially underground, with an observation port just above ground level for use by the operator. The "doodles" were launched by a charge electrically detonated from the control room. There were several hangars in the rear, with a small-gauge railway track for rapid transport of the infernal machines to the launching platform.

THOROUGH DEMOLITION

Our next port of call was Cherbourg, which had been captured by the Americans barely three weeks previously. We were courteously received by the American commandant, although it could be seen that he was a very busy man. The demolition in the naval base area had been carried out very thoroughly by the Germans.

(Continued on page 7, col. 1)



View, from the beach, of the "Mulberry" harbour, showing some of the wreckage caused by the gale. Salvage work in progress, July, 1964. (Photo: Imperial War Museum)

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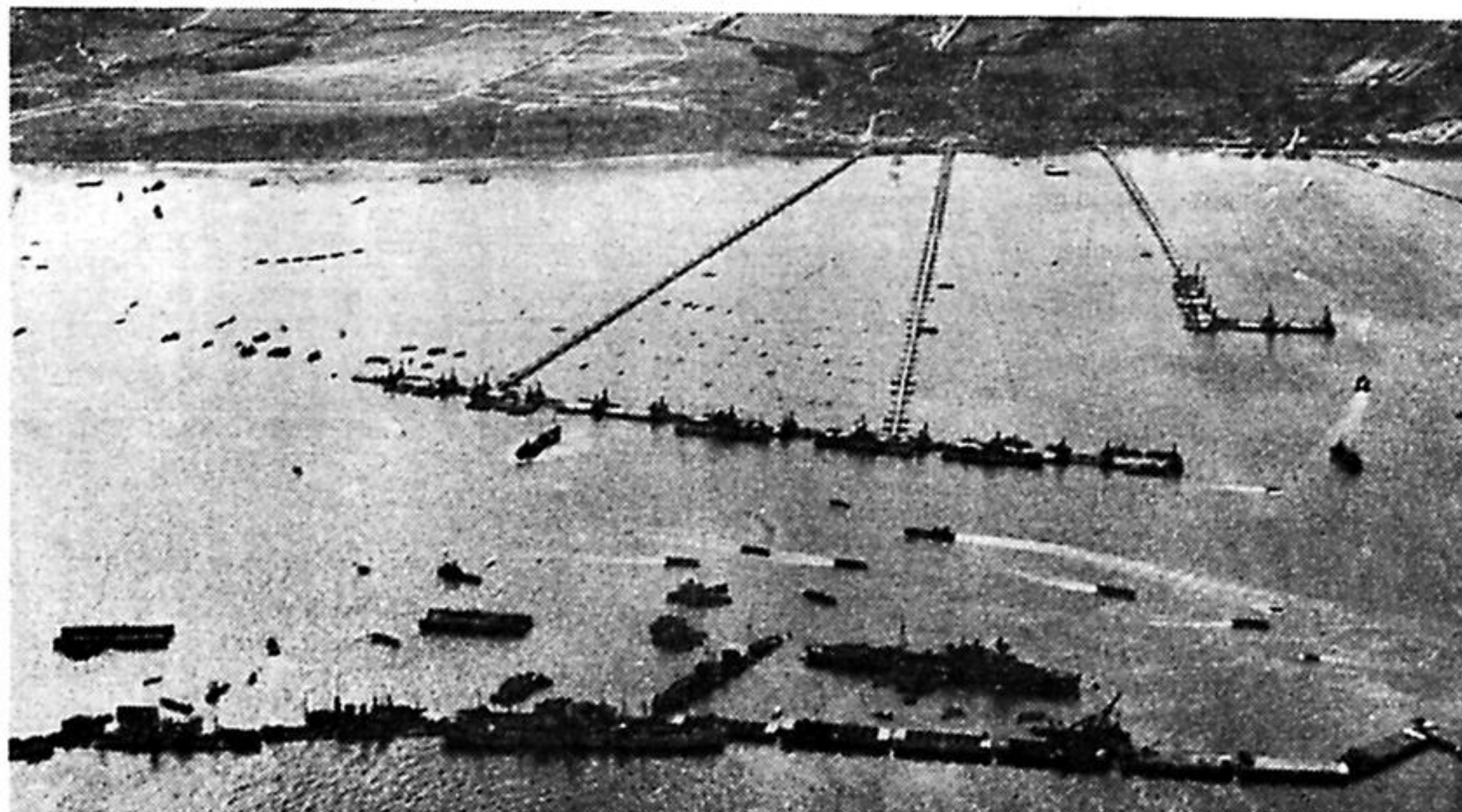
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for the great break-out from the beach-head, causing more damage than enemy action.

However, the American forces occupied Cherbourg on June 26, and General Montgomery launched his attack on Caen on July 8. His advance was stubbornly resisted, and the British forces were confined to the Caen area much longer than had been expected.

Whilst this temporary hold-up was taking place, it was decided that the Sub Area Commander for Le Havre and myself, without respective staff officers, were to proceed to the far shore, and carry out a reconnaissance. We embarked at Newhaven on board Landing Craft 377 on July 13, sailing the same evening, using the swept and buoyed channel prepared for the huge



Aerial view of the "Mulberry" and beach at Arromanches, Normandy, taken after the damage caused by the storm had been repaired. (Photo: Imperial War Museum)

NEPTUNE'S SCRAPBOOK



Major-General N. H. Tailyour, C.B., D.S.O., is to be Commandant-General, Royal Marines, in the rank of Lieutenant-General, in succession to General Sir Malcolm Cartwright-Taylor, K.C.B., the appointment to take effect in January, 1965.

The transfer of the Scotland and Northern Ireland Command from Vice-Admiral Sir Arthur Hezlet, to Vice-Admiral G. D. A. Gregory, took place at Admiralty House, North Queensferry, on June 25.

Vice-Admiral J. P. Scatchard, C.B., D.S.C., is to be placed on the Retired List to date August 19.

H.M. Submarines are to visit the places named on the dates stated: Porpoise, Esbjerg, July 11 to 15; Hull, July 17 to 20; Astute and Truncheon.

Hamburg, July 31 to August 5. Oracle, Ostend, August 8 to 13.

Capt. A. F. Turner, D.S.C., R.N., is to be promoted to rear-admiral to date July 7 and to be Director-General of Aircraft (Naval) in succession to Rear-Admiral D. A. Williams, D.S.C., the appointment to take effect in January, 1965.

Commandant Margaret Drummond, O.B.E., W.R.N.S., succeeded Commandant Dame Jean Davies, D.B.E., W.R.N.S., as Director, Women's Royal Naval Service, on June 4.

H.M.S. Chichester (Cdr. G. A. Rowan-Thomson, R.N.) recommissioned on June 17, at Chatham Dockyard, in the presence of Lady Douglas-Home, wife of the Prime Minister, who launched the frigate in 1955.

The H.M.S. Barham Survivors' Association will hold its reunion this year on board H.M.S. Chrysanthemum on September 19. The main guest is to be Admiral Sir Harold Walker, who was Barham's captain in 1938-40. The Westminster Abbey wreath-laying ceremony will take place on November 21. Details of the reunion and the wreath-laying will be gladly given by Mr. L. Horner, 10 Astbury Road, Peckham, London, S.E.15, the hon. secretary and treasurer of the association.

The Armed Forces Art Society is to hold its 33rd exhibition at the Chelvi Galleries, King's Road, Chelsea, S.W.3, from September 29 to October 9. The exhibition is open to all ranks of the Army, Royal Navy and the Royal Air Force, also Auxiliary and Territorial Units, including the women's branches of these Services, whether serving or temporary, and applications for details and entry forms should be made to the Hon. Secretary, The Armed Forces Art Society, Mr. W. A. Arnold, 4 West Drive Gardens, Harrow Weald, Middlesex.

YOUNG MEMBERS CAN PLAY A BIG PART

THE theme at the recent annual general meeting of the R.N. Electrical Association was that junior members should play a more prominent part in the running of the Association.

The opening address was given by the president, Capt. C. H. S. Wise, R.N., who spoke of the pleasure it gave him to see so many members present. In promising his full support in all efforts for the advancement of the Association, Capt. Wise said that

(Continued in col. 4)

PORT PARTIES (continued)

(Continued from page 6, col. 5)

There were many lessons to be learned from this port, and our survey was spread over a period of 48 hours.

Cdr. Despond, R.N.R., gave us a summary of salvage work, diving, and minesweeping being carried out by British naval personnel. The approaches to, and the berthing area, within the harbour had been heavily mined. On the day we arrived, British minesweepers had successfully cleared the approaches, and a small area inside the harbour where the first storeship was now berthed, and was being discharged into about 100 Ducks. It was rather a slow process, as the approximate capacity of each Duck was three tons. During the day three more Liberty ships were berthed and discharge commenced. It was an interesting and impressive sight, to see this large numbers of Ducks running between ship and shore, almost as if connected to an endless chain. The store depot had been sited only a short distance from the beach, and little time was lost.

In the naval base, the buildings had been extensively damaged, cranes capsized into the basins, caissons sabotaged, and machinery dumped into docks. On the other hand, damage to dock walls and quays was insignificant. The commercial docks and jetties had only been partially demolished, and American engineers were making strenuous efforts to rehabilitate the port.

A NEW MINE

To return to minesweeping, the Germans had invented a new type of

mine, which had been given the name "Katy" mine was to be recovered this intended to operate against the shallow-draught landing craft. It was known that many of this type of mine had been laid in Cherbourg Harbour, and the Admiralty was very anxious for one to be recovered and rendered safe, for immediate transfer to H.M.S. Vernon. By a coincidence the first "Katy" mine was to be recovered this day, and I was able to watch the operation, which was extremely dangerous. The mine was of primitive construction, mounted on a concrete base. It had a stray wire line attached to a float, submerged a few feet below the surface. The stray line was intended to foul the propellers of landing craft, the pull on the stray line, releasing the firing mechanism, causing the mine to explode. To render this mine safe, the diver required a special implement. He came to the surface, asked for a penny, with which he was able to do the trick. On recovery, the mine was packed and sent with all dispatch to Vernon.

We embarked on a motor-launch at Arromanches for passage to Portsmouth, and thence to my headquarters at Hampstead. The experience gained on the far shore was to be of particular value to me, especially the visit to Cherbourg. I little dreamed that a year later, I would have the same problem in the rehabilitation of Hong Kong Harbour and Dockyards. Coinciding with my return to my headquarters, was the launching of General Montgomery's new offensive in Normandy on July 18, 1944.

(To be continued)

NEW QUARTERS IN MALAYA



New bungalows for hiring by naval families have been built at Johore Bahru, Malaya, and the above picture shows how attractive they are. The first one ready was occupied by P.O. Elect. J. F. Tregenna (whose parents live in Birmingham) and his wife, June, and when completed the hirings will number 62. P.O. Tregenna is serving in the minesweeper H.M.S. Woolston. On the right, Capt. J. G. Stanning, R.N., the commanding officer of H.M.S. Terror, "sees them in".



In Memoriam

Giovanni Attard, Able Seaman, E/JX.263722. H.M.S. St. Angelo. Died April 23, 1964.

Leslie William Harrison, Petty Officer Engineering Mechanic, P/K.934614. H.M.S. Truncheon. Died April 20, 1964.

John Matthew Delaney, Naval Airman 1st Class, L/FX.918182. H.M.S. Seahawk. Died May 17, 1964.

Richard Hydes, Marine, R.M. 21817. 45 Commando, Royal Marines. Died May 18, 1964.

Brian Rogers, Radio Electrical Mechanic 1st Class, P/M.974399. H.M.S. Collingwood. Died May 24, 1964.

David McDonald Wilson, Marine, R.M.21814. 45 Commando, Royal Marines. Died May 26, 1964.

Steven Roy Hatherley, Cook (O), P/063075. H.M.S. Ganges. Died June 5, 1964.

Lieut.-Cdr. Alan Leonard Cawston, R.N., H.M.S. Victory. Died June 10, 1964.

Cdr. Ronald Alfred Cluett, R.N. H.M.S. Victory. Died June 10, 1964.

Navy men join 'mixed-manned' trials ship

A PARTY of 18 Royal Navy ratings sailed in the R.M.S. Queen Mary from Southampton on June 18 to join the N.A.T.O. mixed-manned trials ship, the U.S.S. Biddle.

The Biddle, completed as recently as June, 1962, has a displacement of 4,500 tons (full load) and will have a complement of 20 officers and 316 ratings.

The Royal Navy is supplying two officers and 24 ratings. The United States Navy is supplying 10 officers and 155 ratings, and other officers and men are being supplied by West Germany, Italy, Greece, Turkey and the Netherlands.

Lieut. W. Kelly, R.N., and Lieut. R. K. Dibble, R.N., the two Royal Navy officers, have already joined the ship. Lieut. Kelly as combat information control officer and Lieut. Dibble as the officer in charge of the upper deck.

CORRECTION

The commanding officer of H.M.S. Chichester is Cdr. G. A. Rowan-Thomson, R.N., and not as stated in the report of the ship's commissioning in the June issue of the paper.

(Continued from col. 2) there was a good deal of work in the running of an association. New members were always needed, and young, keen, serving men could do much, particularly on the social side of the organisation, to enhance its value.

The new vice-president, Cdr. Jennings, was introduced to the members. He stated how much he appreciated the invitation to take the office, and promised his full support.

The retiring chairman, Mr. Francis, thanked the members for their co-operation during his term of office and stressed the need for expansion.

The secretary, Mr. Coulstock, re-

viewed the past year from the secretarial point of view, giving details of new members and stating that subscriptions were coming in steadily. He gave an outline of the proposed social programme, the main event being the annual dinner, which is to be held in October.

Mr. Newman, the long-serving treasurer, said that although the past year's income was a little less than last year, the funds were in a healthy state.

The following were elected as officers for the ensuing year: chairman, Mr. Grant; vice-chairman, Mr. Howard; secretary, Mr. Coulstock; and treasurer, Mr. Newman.

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CARAVAN HOME



New married quarters for Service men are under construction in Gibraltar, but until these are ready some naval families have to "make do." This happy family is "making do" in temporary caravan quarters. They are Elect.Mech. A. L. Sinclair, his wife, Kathleen, and their six-month-old son. They have been on "The Rock" since last September and will move to a new flat when it becomes available. The Sinclairs both attended Dunbar Grammar School.

Duchess swells H.M.A.S. Voyager Fund

IMEDIATELY after the tragic collision between H.M.A.S. Voyager and H.M.A.S. Melbourne on February 10 this year, the Lord Mayor of Sydney, New South Wales, opened a fund for the dependants of the 82 victims.

On April 29 the fund stood at £44,882. Money has come from all parts of the world, and among the contributions was one for £303, raised by the ship's company of H.M.S. Duchess while she was on passage to Sydney.

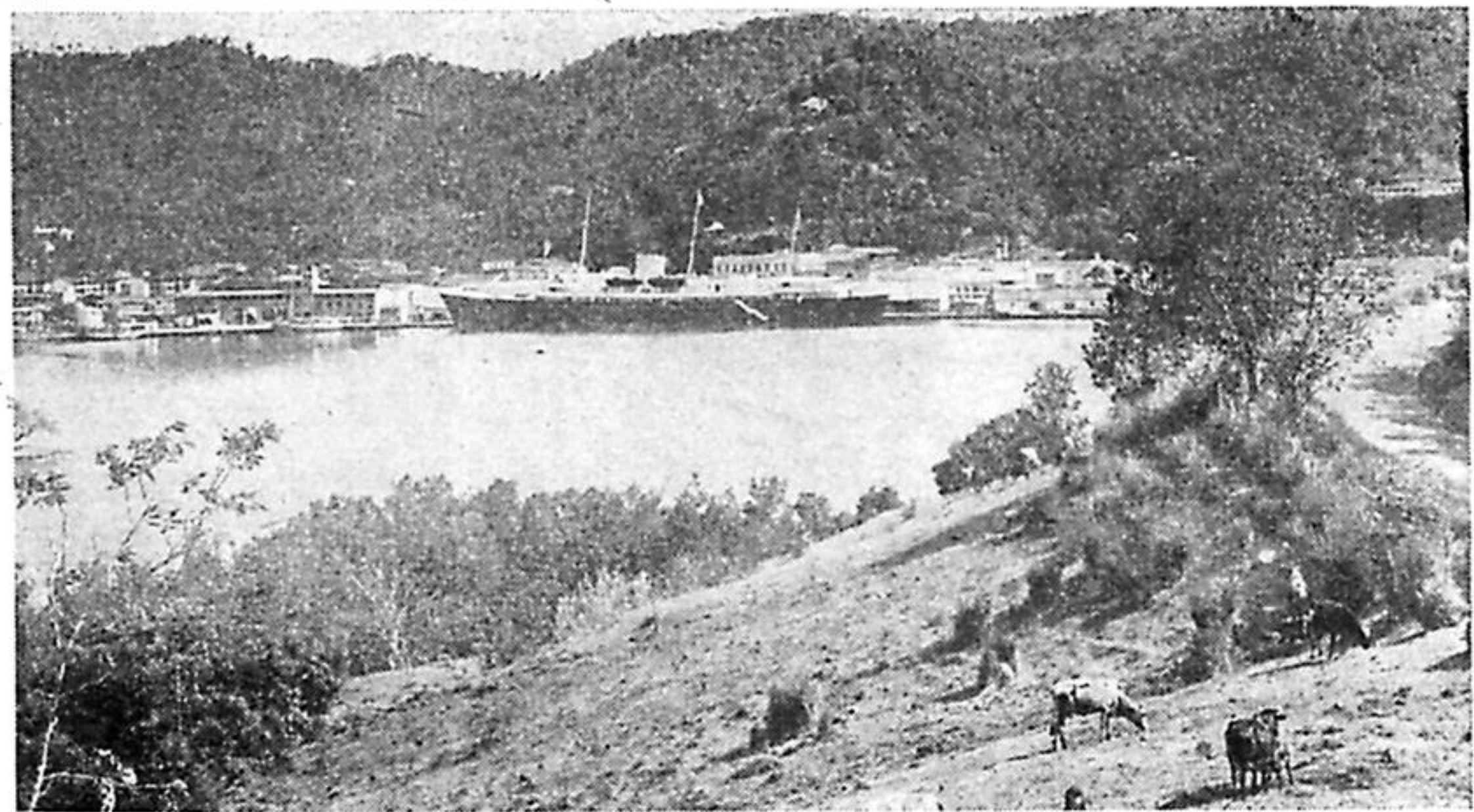
Duchess, lent to the Royal Australian Navy as a replacement for Voyager, arrived at Sydney on April 19.

Reservists spend week in Paris

SIX officers and 21 ratings of the London Division, Royal Naval Reserve, sailed from Blackfairs in the inshore minesweeper, H.M.S. Isis, under the command of Cdr. B. West, R.N.R., on June 7 for a week's stay in Paris, berthing near the Eiffel Tower.

It is seldom that a British warship sails up the Seine as far as the French capital and, despite the ship's diminutive size, she is only 120 tons standard, her mast had to be removed and replaced by a jury mast for her passage under the low bridges of the river.

During the stay—from June 10 to June 18—the ship's company were hospitably entertained.



H.M. Yacht Britannia alongside at Port Castries, St. Lucia, on March 23, 1964

Royal Yacht's quarter of million miles since 1954

CHARM OF TAHITI GARLANDS WORKED

IT is over a year since an article about the Royal Yacht Britannia appeared in the "Navy News," and the Royal duty carried out by the Britannia in that time has been H.M. Queen Elizabeth The Queen Mother's visit to the Isle of Man, Cowes Week, and Her Majesty's convalescent cruise in the Caribbean. This was, of course, the cruise made by Her Majesty when her tour of Fiji, New Zealand and Australia had to be cancelled because of her illness.

The Britannia sailed from Portsmouth on December 31 in preparation for the projected Royal tour, and the passage across the Atlantic to Kingston, Jamaica, was made in more than usually bad January weather. Families at home had no cause to feel envy of menfolk basking in the sun in gentle blue seas, for the first fortnight at any rate!

On January 7, 1964, the yacht celebrated the 10th anniversary of her commissioning, and on that day 33 of the Royal Yachtsmen who commissioned her were on board.

THROUGH PANAMA CANAL

After two and a half days in Kingston, the yacht sailed and, passing through the Panama Canal on January 17 without stopping, progressed onwards to Tahiti.

His Oceanic Majesty King Neptune paid his visit on January 21 and he was, of course, received with the full ceremony which is his due.

Papeete, Tahiti, was reached on January 30 after 15½ days at sea, during which, it must be admitted, the weather had been a great deal kinder than in the previous fortnight. The traditional welcome of flower garlands placed round necks and kisses on both cheeks from charming Tahitian girls was not unwelcome. After two days in this, as yet, unspoiled island, the Britannia sailed for Fiji. The garlands presented on departure were cast into the sea as the yacht passed through the reef, since the belief is that the owners of those which float inshore will visit Tahiti again.

ILLNESS OF QUEEN MOTHER

On the following day, February 3, whilst en route for Fiji, the news was received of the illness of the Queen Mother and of the cancellation of her tour, which was due to start on the 10th in Fiji, in only a week's time. The yacht continued to Fiji—maintenance and a boiler clean were planned and still necessary—and arrived at Lautoka on February 8. The welcome given by the people of Lautoka was generous and open-hearted and their hospitality to everybody on board quite splendid. After five days, during which the maintenance and boiler-cleaning were carried out, the Britannia moved to Suva for two and a half days. Her Majesty's ships do not visit Fiji as often as the Fijians hope nowadays, and, although not planned that way, the Britannia's visit showed the flag and many public and private engagements were made and much hospitality was received in Suva as well as in Lautoka.

DATE-LINE CROSSED

On February 15 the yacht left Suva to return via Tahiti and Panama to Kingston; a day was gained by cross-

ing the date-line so that there were two Saturdays, February 15. However, as Friday February 7, had not existed through crossing the other way the previous week, nobody felt either loss or gain!

Palmerston Island, in the Cook Group, was visited for an hour or two on February 17, when, as in the previous year, Mr. Ned Marsters, the patriarch of the community, came on board with some of his family—the community have all been members of the Marsters family since Ned's grandfather first settled in the island from Gloucestershire with two South Sea Island wives in 1858. The Surgeon-Commander treated three patients ashore, including a 10-year-old girl who had fallen out of a coconut tree while watching the yacht's arrival, while the islanders were given gifts from the canteen.

The garlands thrown into the sea at Tahiti earlier had obviously had a powerful charm in them, and the Britannia made a second short break there in the long passage to Panama on Thursday and Friday, February 20 and 21.

DOG-WATCH ACTIVITIES

Free time on the lengthy voyages from Jamaica to Fiji and back was filled with dog-watch lectures, band concerts, keenly contested S.R.E. quizzes, deck hockey competitions and no one found himself idle.

During the onward passage to Panama, the news was received that the Queen Mother would make a convalescent cruise in the Britannia in the Caribbean and the yacht passed through the Panama Canal, again without stopping, on March 7, and

arrived in Kingston, Jamaica, on March 9 to prepare.

Her Majesty and her household em-
(Continued on page 9, col. 4)



Shark caught by Ldg. Cook(S) A. Collier at Mustique on March 25, 1964



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H.M.S. Diamond, the "Daring" Class destroyer (3,600 tons, full load), built by John Brown & Co. Ltd., of Clydebank, between March, 1949, and February, 1952

SHE STEAMED 30,000 MILES IN TEN MONTHS AND VISITED TWELVE FOREIGN COUNTRIES

DURING her foreign leg, July, 1963, to May, 1964, H.M.S. Diamond (Capt. J. D. Cartwright, D.S.C., R.N.), steamed 30,000 miles, called at 19 different ports and visited 12 foreign countries. She has now rejoined the Home Fleet after a month giving leave and undergoing routine maintenance.

The destroyer arrived on the Mediterranean station on July 15 and immediately went into dock at Gibraltar to replace the starboard propeller, sailing on July 20 for Malta. A week was spent based on Malta, but most of this time was spent at sea on exercises, the ship sailing for Suez on July 29.

In Suez Bay Diamond relieved H.M.S. Agincourt, another member of the squadron, after the Canal transit, new territory to many of the ship's company. Passage of the Red Sea was quiet, and increasingly hot, culminating on August 7 in the arrival at Aden, which was like an oven.

The original plan was to sail for Mombasa on August 9, but two hours before sailing the captain received orders telling him not to do so, and the ship had to stay at Aden for three weeks.

TEN HOURS' HOT WORK

There was some relief to the boredom of swinging round a buoy. The main one was a lighthouse called Abu Ail, about 100 miles up the Red Sea. The light was out and 10 hours' very hot work was needed to get it going again.

Another bit of relief was a week-end visit to Perrim. The ship's company was warmly welcomed by the local residents and had a relaxing "banyan" week-end. A dozen Sea Scouts and their Scoutmaster accompanied the ship.

While at Aden two aircraft carriers arrived and departed and a Japanese squadron, en route to Europe, called. Conditions were very hot and sticky and those on board Diamond were glad to sail for Malta on August 28. Apart from a small gale in the Red Sea the return passage was uneventful. Port Said was passed on September 2 and Malta was reached on September 5.

Exercises, both in Malta practice areas and farther afield, the latter one involving ships from Italy, Greece, Turkey and the Royal Navy, started at Augusta, Sicily and finished at Marmoris in Turkey on September 25.

Rhodes, voted a "good run" by the ship's company, came next. This beautiful island has associations with

Malta, being the first base of the Knights of St. John. When they were driven out by the Moslems, the Knights moved to Malta and set up their new base there. The five-day visit to Rhodes was followed by further exercises.

THE WINTER CRUISE

The winter cruise, starting from Malta on November 7, was one of the best of the tour. The Flag Officer, Flotillas, Mediterranean, Rear-Admiral J. H. Walwyn, O.B.E., flew his flag in the ship when she sailed for Beirut. H.M.S. Lion was met off Beirut and the two ships spent five days at the port. The city is the playground of the Middle East oil magnates and prices were rather too high for those on board, but there were some fascinating tours around Lebanon and the time passed pleasantly enough.

The two ships then sailed for Cyprus and after a joint bombardment exercise, Lion sailed for home and Diamond anchored off Limassol for three days, making up for the expenses of Beirut by drinking cheap Cypriot brandy.

The ship sailed for the Western Mediterranean on November 19, storming past Malta at 22 knots for Gibraltar, which was reached five days later. An Anglo-French exercise took place in and around the Straits of Gibraltar, ending in Mers el Kebir, in North Africa.

MORE EXERCISES

Another exercise followed, this time starting with five days in Cadiz and ending with four days in Malaga. Apart from the rain, which was continuous, the ship's company thought this was the best exercise of the tour. Spain is always fun and the Spanish naval authorities did all in their power to make those in Diamond welcome. It also provided useful shopping for Christmas presents.

Christmas was spent at Malta and then a fortnight was spent alongside H.M.S. Ausonia and then came two weeks of special firings.

For some time the bearings of the propeller shafts had been getting worse and the resulting vibration was

at times acute. It seemed, too, that during the periods in Aden every seaweed and shellfish in the Red Sea appeared to have decided that Diamond's bottom was home. So the ship went into dock, the ship's company moving out to the air station at Halfar. The increase in comfort more than outweighed the drawbacks.

With a nice clean bottom and with repairs successfully carried out, the ship undocked on February 21 and went immediately to another N.A.T.O. exercise—a strenuous one. This finished on March 4 and it was intended to have two weeks to prepare for the annual inspection.

Fate stepped in, however, and Diamond was detailed to take the Commander-in-Chief to Athens for the funeral of the King of Greece. This entailed a trip to Taranto to pick up the admiral and a passage of the Corinth Canal at night in order to get him to Athens in time.

Returning to Malta, the ship was inspected on March 19 (harbour) and March 20 (sea).

THE SPRING CRUISE

Then came the spring cruise, the *pièce de résistance* of the foreign leg. Starting from Malta, H.M.S. Diamond spent six days at Monte Carlo and six days at Barcelona. Both places were good value, in different ways. In Monaco prices were high, but sporting and other activities offered were excellent. On the final night practically the entire wardroom were invited to a gala dinner and ball in aid of the local British American Hospital. It was attended by Prince Rainier and Princess Grace, the captain sitting at their table. A high-light for the residents was the children's party for 40 little girls and 10 little boys.

The brief passage to Barcelona gave a very welcome rest. At Barcelona H.M.S. Surprise was already berthed, having arrived the previous day with Cdre. H. J. Lee, D.S.C. and two Bars, as senior officer. Here the ship's company was in its element. Bus tours, football matches and the rest formed the diversions. A British Industries Fair was being held at the time, and the visiting ships were there to lend a bit of flavour.

Back to Malta for the last time, arriving on April 8. There was a week in the practice areas and a further two weeks' planned maintenance period. H.M. Ships Rhyl and Lowestoft arrived back from Istanbul and Haifa. Lowestoft had completed her inspection, but Rhyl had her sea inspection to do and Diamond was consort for that occasion. For the final week all three ships were together in Sliema Creek. They were flood-lit every evening and gave the farewell squadron cocktail party on Rhyl and Lowestoft lying alongside each other.

NEARING THE END

On Monday, May 11, the ship sailed for Gibraltar, there to meet H.M.S. Lion, which had recommissioned since the two ships were at Cyprus together, and the 30th Escort Squadron, which was relieving the 23rd.

The end of the foreign leg was now approaching and, after a "final rabbit run" the ship sailed for the United Kingdom on Whit Monday. Exercises on passage rather spoiled the return trip, but nothing interfered with the arrival at Sheerness on May 22, when over 200 wives and families met the ship, sailing up the Medway with their men folk.

VISITOR TO LONDON



The fast anti-submarine frigate H.M.S. Urchin (Lieut.-Cdr. G. R. T. Duffay, R.N.) which paid a five-day visit to London last month. The borough of Ilford "adopted" the ship during Warships Week, 1942, and ever since there has been a flourishing relationship between the ship and the borough. The visit to the Pool of London was in the nature of a farewell gesture, for H.M.S. Urchin is to pay off in the autumn at the end of her past commission

(Continued from page 8, col. 5)

barked on March 12 off Port Royal, Jamaica, having flown out from the United Kingdom, and Her Majesty's informal and convalescent cruise started the following day. In the Britannia, Her Majesty visited Antigua, the British Virgin Islands, St. Kitts and Nevis, Montserrat, Dominica, St. Lucia, St. Vincent, Bequia, Mustique, Grenada, Trinidad and Tobago in three weeks before flying back to England from Barbados on April 1.

The Britannia left Barbados the following day and arrived at Portsmouth on Monday, April 13, having steamed 24,714 miles since December 31.

She sailed away again on June 22

for the Queen's visit to Scotland and H.R.H. The Duke of Edinburgh's visit to Iceland.

For those interested in figures, on return on April 13 the Britannia had steamed 248,726 miles since commissioning in 1954. The average number of days away from Portsmouth each year has so far been 126. The longest periods were 1956 (206) and 1959 (187 days).

The guided missile cruiser, U.S.S. Little Rock is to visit Portsmouth from July 3 to 13.

The American aircraft carrier, U.S.S. Essex, is to visit Portsmouth from July 8 to 13.

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FOUR HAD 'SEEN IT ALL BEFORE'

Dampier recommissions

WHEN H.M.S. Dampier (Cdr. J. M. Baker, R.N.) recommissioned at Singapore on June 1 there were at least four members of the ship's company who had "seen it all before." They had all served previous commissions in the ship and for one of them, C.P.O. Kenneth Jackson, of Torquay, it was the start of the fourth successive commission in Dampier.

The First Lieutenant, Lieut.-Cdr. C. Robinson, R.N., of Fareham, was in the ship in 1958-9, Ldg./Sea. Joseph Frankish, of Bridlington, is now on his third commission, and A.B. Michael Thorne, of Staines, is starting his second commission in the ship.

H.M.S. Dampier is at present the only survey ship on the Far East station. After a two-week work-up at the northern end of the Malacca Straits, she will carry out surveys in the Singapore Strait before going on to survey based for three months on Hong Kong.

Originally built and launched in 1945 as H.M.S. Herne Bay, a frigate of the "Bay" class, H.M.S. Dampier was, before completion, taken to H.M. Dockyard, Chatham, and converted as a surveying ship in 1948.

BUCCANEER AND NAVIGATOR

The ship is named after Capt. William Dampier (1652-1715), who started his career as a buccaneer in the West Indies, later sailing around the world and publishing a book on his experiences and observations. On the



C.P.O. Kenneth Jackson

strength of this book he was given command of H.M.S. Roebuck in 1699, and sent on two voyages of exploration and discovery. Unfortunately, both voyages were failures because of

H.M.S. Dampier at Singapore—she has served continuously on the Far East Station since commissioning in 1948

the mutinous crews and unseaworthy ships he had been supplied with.

He made one final voyage as a trader during which the original Robinson Crusoe was rescued from Juan Fernandez Island.

The present H.M.S. Dampier carries the Two-Range Decca equipment consisting of three radio stations for use on shore and afloat, and echo-sounding sets with which the ship can measure the depth of water between 15 ft. and six miles.

SIXTEEN YEARS ON STATION

H.M.S. Dampier has now been on the Far East station since commissioning in 1948. In this time she has surveyed the whole of the east coast of Malaya and has practically finished the whole of the west coast. Borneo, particularly Sabah and Sarawak, owe a lot of their increased trade routes to Dampier's pioneering work in opening up coast and rivers, making them safe to navigate by providing accurate charts and tidal data.

Hong Kong, too, comes in for its fair share of attention from the ship. The ship has completely surveyed the harbour, in addition to the eastern and western approaches.



Ldg./Sea. Joseph Frankish

H.M.S. Wakeful comes of age

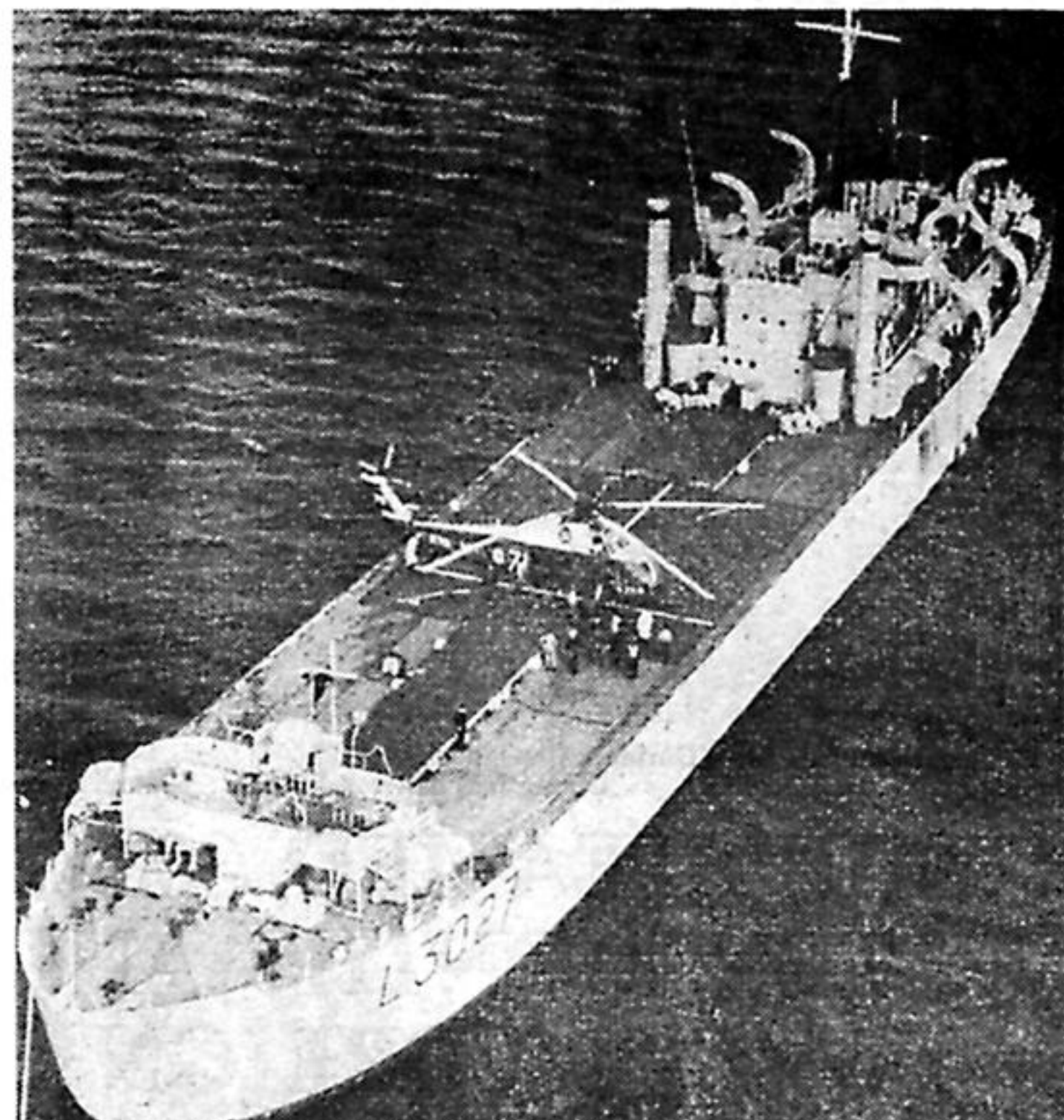
H.M.S. Wakeful, built by Messrs. Fairfield, on the Clyde as a fleet destroyer, and converted to a Type 15 frigate by Messrs. Scotts, of Greenock, celebrated her "coming of age" on June 26 when, at a party on board, several previous commanding officers of the ship were present.

Among those present were Admiral Sir Royston-Wright, the present Second Sea Lord, who commanded the ship in 1948, Rear-Admiral P. F. Powlett (1946) and Capt. G. D. Pound, R.N., the frigate's first commanding officer.

The Commander-in-Chief, Portsmouth (Admiral Sir Wilfrid Woods) and the Admiral Superintendent, Portsmouth (Rear-Admiral J. L. Blackham) were among the many guests who saw Mrs. Fisher, wife of Cdr. J. P. Fisher, R.N., commanding officer until that day, cut a birthday cake which was afterwards distributed to the many guests.

Lieut.-Cdr. G. J. F. Slocock, R.N., has relieved Cdr. Fisher and on July 1 Wakeful joined the Second Frigate Squadron under Capt. G. C. Mitchell, R.N.

It is interesting to note that two commanding officers, Capt. Sir St. John R. J. Tyrwhitt, Bt., and Capt. Royston H. Wright, later became Second Sea Lords.



H.M.S. Lofoten before conversion for her new role. A "rougher-up" strip on the deck was used for trials purposes

New role for Tank Landing Ship

H.M.S. Lofoten, a tank-landing ship which before her recent conversion had a displacement of 4,820 tons (full load), and which is 347 feet in length with a beam of 55 feet, commissioned at Devonport on June 23 under the command of Lieut.-Cdr. P. J. Morton, R.N.

The Royal Navy's first helicopter support ship, Lofoten has been considerably altered in Devonport Dockyard, the upper deck being stripped and reinforced to form a flight deck, and hangar facilities are available for the four helicopters she will carry.

Modern accommodation and cafeteria messing have been introduced.

The Lofoten will join the Home Fleet and as the ship's helicopters will be able to operate at greater ranges from their main support base than ever before, the ship will provide an important forward position. She will also be a valuable trial ship, and lessons learned in her operation will undoubtedly prove useful in the projected conversion of the "Tiger" Class cruisers as helicopter carriers.

NAMED AFTER COMMANDO ACTION

H.M.S. Lofoten was first commissioned as a landing ship in 1945, the ship being named in honour of the first successful Commando action of the Second World War, and her badge commemorates this by the heraldic symbols of the icy mountains of the

Norwegian islands rising out of the sea, supported by crossed cutlasses.

The ship, which saw active service in landing operations, assumes a new and vital role after a short refit and conversion.

Another Renown for the Navy

THE second Polaris-armed nuclear submarine, the Renown, was laid down on June 25 at the Birkenhead shipyard of Cammell Laird & Co. (Shipbuilders and Engineers) Ltd., in the presence of Rear-Admiral I. J. Galantin, the Director of the United States Special Projects Office and Officer-in-Charge of U.S. Navy's Polaris programme, who was accompanied by the Royal Navy's Chief Polaris Executive, Rear-Admiral H. S. Mackenzie, C.B., D.S.O. and Bar.

The keel-laying ceremony, which consisted of the positioning on the slipway of a prefabricated circular section of the submarine, was performed by the Director-General Weapons (Navy), Rear-Admiral C. P. Mills, C.B.E., D.S.C.

The main machinery contractors for the Renown are Vickers-Armstrongs (Engineers) Ltd. and Rolls-Royce and Associates Ltd.

The keel of the Resolution, Britain's first Polaris ballistic-missile nuclear submarine was laid down at the Barrow-in-Furness shipyard of Vickers-Armstrongs (Shipbuilders) Ltd. on February 26.

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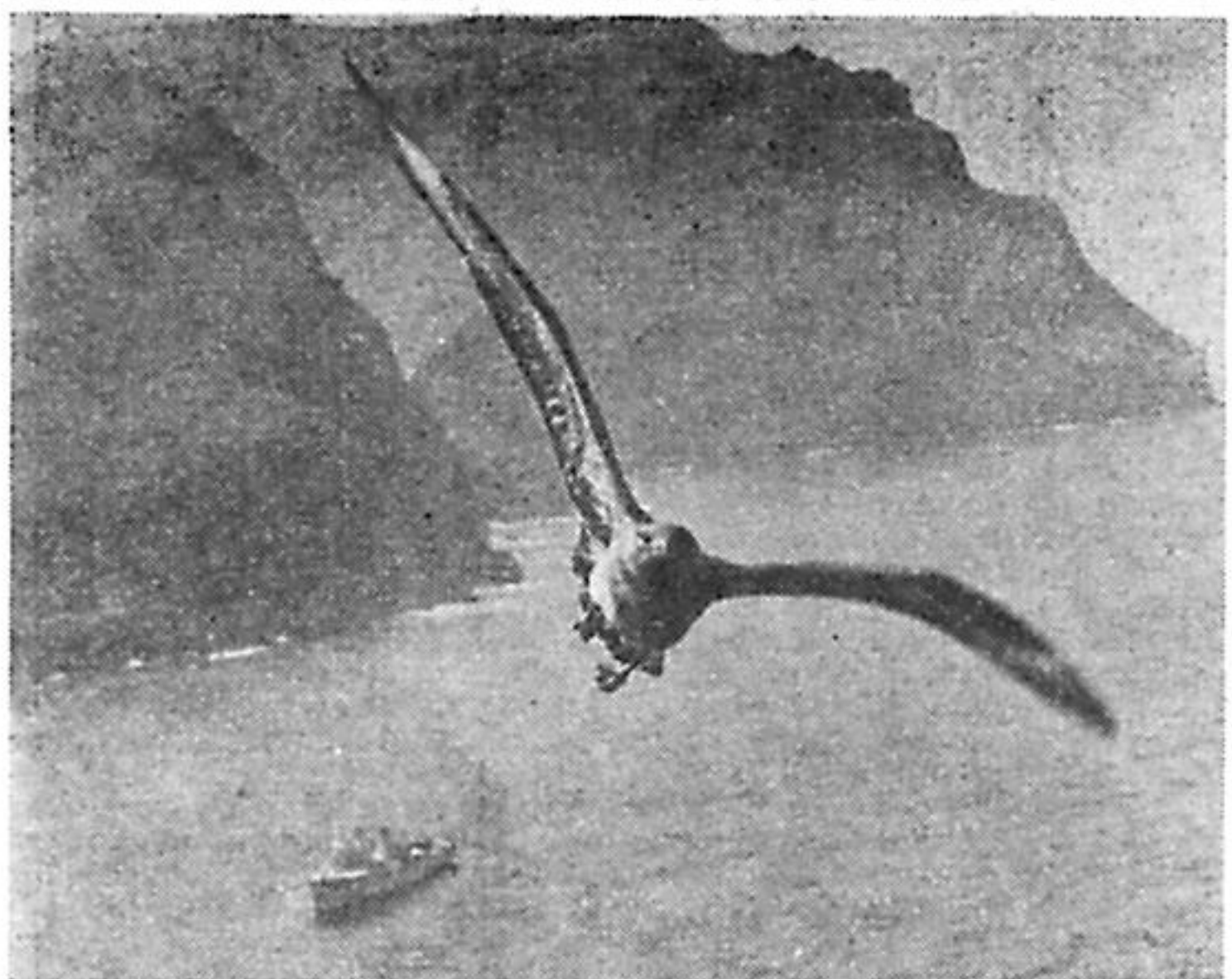
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A Great Skua. H.M.S. Upton can be seen with the island of Soay in the background. (Photos.—S/Sgt. Thoukydides, R.A., on St. Kilda)

UPTON VISITS ST. KILDA

H.M.S. Upton (Lieut. P. B. Godley, R.N.), a "Ton" Class minesweeper, recently took an Admiralty surveying team to St. Kilda, the island 45 miles west of the Hebrides, to survey a bay in the north-west corner of the island. The island is populated by a small detachment of the Royal Artillery, who man a tracking station for the missiles fired from their range in the Hebrides. The island is leased from the Scottish National Trust, which took it over in 1930 when the last civilian inhabitants left.

While at St. Kilda the ship's company climbed the three highest peaks in a competition. The highest peak is Conachair, 1,397 feet. The winning team consisted of R.O. Conroy, R.E.M. Valler and E.M. Dickman. Games of soccer and darts were played against the Army, and both officers and ratings were made very welcome in the messes and canteen ashore.

The only other inhabitants on the island, except for varieties of seabirds, are Soay sheep, which are found nowhere else in the world except zoos. Soay sheep were originally brought to Britain some 2,000 years ago by the Phoenicians.

The accompanying picture, taken from St. Kilda by S/Sgt. Thoukydides, R.A., is of a great skua. The great skua was first recorded nesting in St. Kilda last year. This year again a pair have nested.

Admirals at Howe Reunion

By S.C.S.O. J. MOORE R.N.(ret.)

A REUNION of officers who had served aboard H.M.S. Howe during the years 1944 to 1946 was held on May 30 at the R.N.V.R. Club, Hill Street, London, and was attended by 42 officers, including Vice-Admiral Sir Henry McCall, K.B.E., who was the Captain of Howe during that period. Also present was Vice-Admiral Sir Michael Le Fanu, K.B.E., the present Third Sea Lord who, as a lieutenant-commander, was the ship's gunnery officer, and Rear-Admiral J. G. C. Given, former chief engineer. The majority of those present were on the retired list, but the company included a number of officers still on the active list.

The evening passed quickly and pleasantly with old shipmates recalling memories of happy times spent during the ship's commission in the Indian and Pacific Oceans. Interest in each other's present activities and the whereabouts of those unable to attend made the time pass all too quickly.

PRESENTATION

During the evening an autograph album which had been signed by all attending the reunion was presented to Admiral McCall. The presentation was entrusted to Lieut. Stevens, R.N.V.R., who had the proud distinction of being the oldest R.N.V.R. sub-lieutenant in the Navy. "Steve," who made a short and amusing speech recalling events which happened during the working-up period, proved that his memory was still on the active list. His remark that "a ship as happy as the Howe proved it was commanded by an efficient and well-liked captain" was a sentiment shared by all.

Admiral McCall in his reply said the occasion was a unique one in so far that it was made possible by the efforts of R.N.V.R. officers who had served in the ship. He mentioned his pride in having commanded the Howe and the fact that whatever we had been called upon to do had been done cheerfully and to the best of everyone's ability.

Letters from officers unable to attend were on view during the evening, and made interesting reading. In conclusion, the thanks of all attending must go to Lieut. Peter Stokes, R.N.V.R., Lieut. Gerald Marshall, R.N.V.R., and Capt. David Huntingford, R.M., who worked hard and unselfishly to make the evening possible.

(Continued in col. 4)

Quickest promotion from Lower Deck to Captain?

WELL known throughout the Royal Navy, and in particular in the West Country, where he is sometimes referred to as "the local boy who made good," Capt. Bertie Pengelly, D.S.C., R.N., who retired from the Service last March, has taken up the post of Inspector, Imperial Lighthouse Service in the Bahamas.

Capt. Pengelly's service record is, possibly, unique, he probably having been promoted to captain from the lower deck in quicker time than anyone.

Born at Looe, Cornwall, in September, 1912, Bertie Pengelly entered the Royal Navy as a boy seaman in July, 1928, commencing his training in H.M.S. Impregnable. Nine years later he was promoted to gunner, and in February, 1942, was promoted to lieutenant with a seniority of 1939. Such promotion in those days was almost meteoric and reflected the devotion to duty and intense hard work which he must have done to achieve the step from the lower deck to officer rank.

FURTHER PROMOTION

Promoted to lieutenant-commander on February 16, 1947, he was promoted to commander on the post list to date June 30, 1949, and on June 30, 1954, was promoted to captain.

His service at sea as an officer included H.M.S. Amethyst (1944), H.M.S. Rutherford (1944-45), H.M.S. Onyx (1947), H.M.S. Sylvia (1947-49) and H.M.S. Loch Fyne (1957-59).

His first appointment as a captain

(Continued from col. 3)

attend were on view during the evening, and made interesting reading. In conclusion, the thanks of all attending must go to Lieut. Peter Stokes, R.N.V.R., Lieut. Gerald Marshall, R.N.V.R., and Capt. David Huntingford, R.M., who worked hard and unselfishly to make the evening possible.



Capt. B. Pengelly, D.S.C., R.N.

was to Hong Kong in command of H.M.S. Tamar, and his other appointments as a captain were the general service commission in command of H.M.S. Loch Fyne, Queen's Harbour Master and Captain of the Dockyard, Portsmouth, 1959-61, and as Senior Officer, Reserve Ships, Plymouth, from June 12, 1961, until his retirement in March last year.

He spent the whole of the Second World War at sea. While serving in H.M.S. Leda his ship was torpedoed and sunk off Spitzbergen in September, 1942, while on a Russian convoy. In October, 1943, he was wounded in action on board H.M.S. Carlisle off the Dodecanese Islands.

AWARDED D.S.C.

Capt. Pengelly was Mentioned in Despatches for service in H.M.S. Carlisle in October, 1943, and awarded the Distinguished Service Cross when serving in H.M.S. Rutherford in April, 1945. He was appointed A.D.C. to the Queen on July 7, 1963.

During his service at Devonport he devoted much time to his love of sailing. He was the local Royal Navy Sailing Association branch captain and took a keen interest in the Saltash Sailing Club and regatta.

Duke spends day in London

THE Duke of Edinburgh spent a day at sea in H.M.S. London (Capt. J. C. Bartosik, R.N.) on June 12, during which Seacat missiles were fired.

Landing on the ship by helicopter in Weymouth Bay, the Duke spent the night on board, and next day watched the ship exercising, touring the ship during the course of his stay.

The U.S.S. Triton, the largest submarine in the world, is to visit Portsmouth from July 3 to 10.



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Association President at Lincoln

THE Royal Naval Association was exceedingly well represented at the Seamen's service and parade held in Lincoln Cathedral on May 31, and reported in the June issue of "Navy News."

Approximately 3,000 people attended the service, and about 1,000 took part in the march past which followed the ceremony.

Those from areas 8, 9 and 11 of the Association assembled in Westgate, together with a 30-strong band from H.M.S. Caledonia and were inspected by Admiral Sir Frederick Parham, President, and Rear-Admiral R. St. V. Sherbrooke, V.C., president of No. 9 Area, who had accepted the Lincoln Branch's invitation to be present.

Led by the band, the R.N. Association contingent made a fine display

with Standards from the various branches, and on arrival at the cathedral these lined the main entrance. When the congregation had entered, the Standards were paraded to the altar and placed in positions in the rear.

During the service wreaths were laid in the Seamen's Chapel, the Association's being laid by Admiral Parham. Vice-Admiral Sir Auther Hezlet, Flag Officer, Scotland and Northern Ireland, read one of the lessons.

PARTY FROM MALCOLM

Following the service the parade assembled for the march past, headed by the band, and a contingent from the fishery protection frigate H.M.S. Malcolm, which was berthed at Hull over the week-end. Vice-Admiral

Hezlet, accompanied by senior naval officers, took the salute.

The Lincoln Branch of the Association did all that it could to make the occasion one to be remembered. After the parade the members of the Association, some of whom had made long journeys, and their wives and families, were entertained to tea. A lunch party was held in Lincoln in honour of Admiral Parham, Rear-Admiral Sherbrooke, the Mayor and Sheriff of Lincoln and Cdr. M. R. Wilson, a former commanding officer of H.M.S. Lincoln, arranged by the Lincoln branch president, Cdr. W. K. Wood, V.R.D., R.N.R.

The branch also entertained the band on the Saturday evening, and Lincoln shipmates would like to say a big "thank you" to the band



Area President leaves Durham

THE June meeting of the Durham Branch of the Royal Naval Association was, in a way, a somewhat sad occasion, as it was the last meeting at which the branch president, Rear-Admiral R. M. J. Hutton, C.B., C.B.E., would be present. After nine very happy years at Durham this very popular president is retiring to Arundel, where Durham shipmates have no doubt he will contact the nearest branch of the Association.

Admiral Hutton's work for the Durham Branch, and for No. 11 Area, of which he was also president, was untiring and he will be greatly missed. To mark the occasion he was presented with a cigarette lighter.

The Durham reporter states that Shipmate R. Heron, the branch Standard-bearer, is now in better

Durham's chairman, Shipmate W. E. Morley, with some of the members of the branch, say farewell to Rear-Admiral Hutton. (Photo: Durham Advertiser)

health, but unfortunately he has to report that Shipmates H. Atkinson and J. Hodgson are ill. "These two shipmates," he says, "are hard workers for the cause and can always manage the seemingly impossible when called upon." The reporter says that Durham seems to have been dogged by much ill luck during the last year or so, but hopes that brighter prospects are in the offing.

JOINT CLUB FOR NEWCASTLE ASSOCIATIONS?

FOR some time meetings have taken place between officials of the local Newcastle and Gateshead Branches of the Royal Naval Association, the Royal Marines Association and the

Submarine Old Comrades Association with a view to the establishment of a combined club which the members of all three associations could use.

Negotiations have reached a stage where a joint sub-committee has power to view any property considered suitable and to report back on price, etc.

The strength of the Newcastle and Gateshead Branch is still increasing month by month, and so are its funds. There is now more money in the bank than ever before, and the balance in favour of the lodge should be increased as a result of the successful dance recently held on board H.M.S. Calliope, when all tickets were sold.

Torbay loses a Stalwart

SHIPMATES of the Torbay Branch of the Royal Naval Association recently said farewell to one of their most respected stalwarts, Shipmate "Tom" Burgess, the treasurer and R.N.B.T. representative.

"Tom" has played an invaluable part in the running of the branch for many years, has always been a strong supporter in all its activities, and a man who has been the means of arranging help for many shipmates who needed assistance through the medium of the Royal Naval Benevolent Trust.

Shipmate Burgess leaves the salty shores of Torbay for retirement in the country (up north—Devon way), and the wishes of the branch for a long and happy life go with him.

No Reunion this year

[The following letter from the Secretary to the Council, Royal Naval Association, which speaks for itself, has been sent to branches throughout the country. The decision, which is understandable, will be regretted by many shipmates, for whom the annual reunion was a means of meeting old friends. It is to be hoped that in 1965 there will be a bumper reunion and parade.—EDITOR.]

DEAR Sir,—I am directed by the president and National Council to inform you that, in spite of reminders from Headquarters, the support for the more expensive seats for the proposed reunion at the Fairfield Halls, Croydon, has been extremely disappointing.

The Council have, therefore, with very great reluctance decided to cancel Reunion, 1964, as they were not prepared, in the present state of finances, to authorise a project which, through lack of support, might well have resulted in a loss of some £600.

By taking this decision now, it has been possible to restrict any loss to around £180—a sum already spent in reserving the hall and making preliminary arrangements.

The president and Council have, with even greater reluctance, also decided to cancel the annual parade this year, as it was felt that many members, particularly those from distant branches, would not wish to travel back to London merely to attend a parade which, through lack of numbers, might well give rise to adverse public comment.

I am further directed to say that your governing body looks forward, with confidence, to full support for the 1965 parade and reunion which, once again, it should be possible to hold in the Royal Festival Hall.

All branches who have booked for the 1964 reunion will have their money refunded as soon as possible.—Yours sincerely, L. H. MASKELL, Secretary to the Council.



Ashford's chairman, Shipmate R. Lewis, receiving the Arethusa tampion from Cdr. Forbes Robertson-Aikman. In the background is the branch secretary, Shipmate E. Standen

ARETHUSA TAMPION FOR ASHFORD

ON June 13 the shipmates of the Ashford (Kent) Branch of the Royal Naval Association entertained shipmates of the Battle (Sussex) Branch at Ashford's headquarters. The "Mess-Deck Dodger" reports that the whole evening was most enjoyable.

Among those present were Shipmate vice-presidents Cdr. Forbes Robertson-Aikman and "Don" Murray. The first-named presented the branch with a tampion from H.M.S. Arethusa, the cruiser launched in 1934. The name is being perpetuated in the Navy List by the "Leander" class general purpose frigate.

Cdr. Robertson-Aikman spoke feelingly of the loss of 300 lives when his gallant ship was torpedoed. She was towed to America for a long refit and returned to the United Kingdom for further service, leading the invasion of the Normandy beaches. When King George VI visited the forces in Normandy it was the Arethusa which took him over from Portsmouth.

On June 7 a coachload of shipmates from Ashford attended the Ramsgate dedication. The weather was perfect and everyone enjoyed the trip, getting back home about midnight, tired but happy.

The "Mess-Deck Dodger" wishes to thank Ringwood and Bournemouth for the warm welcome and enjoyable evening that the contingent from Ashford, on their summer holiday, were given at Ringwood. Ashford members are looking forward to the time when they can return the compliment. He also wishes to thank the Ashford secretary and the ladies of the branch who always work so willingly and well at all social functions.

DAGENHAM'S BUSY MONTH

LAST month was a busy one for the Dagenham Branch of the Royal Naval Association. No sooner had the shipmates got their breath back from one function than there was another to attend.

The month started when members of the ship's company of H.M.S. President were entertained by the branch's headquarters. The visitors included some Wrens, and a dart match was played—won by the hosts. Dagenham is looking forward to visiting the ship shortly.

The President visit was on June 4 and on June 6, the Dagenham officers were guests at the annual dinner of the Ilford Branch. The guest of honour on this occasion was Ilford's own chairman. He has held that position for 23 years. The visitors brought their own luck with them

for the president's wife won a prize and so did the Dagenham chairman.

The next day members of the branch attended the parade and service of the Ramsgate's new Standard. This was a first-class occasion.

The following Sunday, June 14, Dagenham had its own "Not forgotten Shipmates" service, conducted by the local Pastor, the Rev. Mr. Cook. The Dagenham shipmates are very grateful to him for all his work.

On June 20 the local Sea Cadets were assisted in a fund-raising social, the Strood Branch members being the visitors on this occasion. Everyone enjoyed the pleasant evening, including 82-year-old "Jack" Pennells, Dagenham's old and ever faithful shipmate, who, incidentally, was present on every occasion.

The month's affairs seem to have whetted the appetites of the Dagenham members and they are hoping that July will be just as sociable and busy as June.

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(Delete as appropriate)

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Commence..... (Month)

If member of R.N. Association, please state Branch.

Sunderland has the world's largest R.N.A. Club

Official
opening
of Wear's
£60,000
H.Q.

SEVEN years ago three ex-Service men met and discussed the possibility of forming a branch of the Royal Naval Association in Sunderland. The three were a former stoker petty officer, Andrew Johnson, a former petty officer telegraphist, Arthur Edmundson, and a former able seaman, George Hitchin.

In October, 1957, a branch was formed on Wearside, meetings being held in various public houses, and after 75 meetings enough money had been raised to furnish rented premises in Roker Avenue, and in November, 1959, 200 members moved in.

The branch, however, were not satisfied and their eyes were fixed on the former Venerable Bede Vicarage across the road, and in May, 1962, architects were commissioned to prepare schemes for a new club. The first scheme envisaged the alteration of the old vicarage with extensions, but the branch committee decided to have a completely new building, the foundation stone of which was laid by the Duke of Edinburgh in July, 1963.

OPENED BY PRESIDENT

Recently the magnificent new headquarters were officially opened by Rear-Admiral R. M. J. Hutton, C.B., C.B.E., president of No. 11 Area of the Association, and the £60,000 building has the proud distinction of being the largest headquarters and club of the Association in the world.

The three originals are still working hard for the branch. Shipmate Johnson is the present chairman, Shipmate Edmundson is the secretary, and Shipmate Hitchin is the treasurer. Over the years there have been, naturally, changes in the branch committee. Among the present committee are Shipmate G. Gibson, the vice-chairman, Shipmate J. Collins, a former stoker petty officer who spent most of his 22 years in the Navy in destroyers, surviving two sinkings, Shipmate K. Nelson, the entertainments chairman, and Shipmate E. C. Harrison, the welfare officer.

Among the many members of the branch are Shipmate A. Simpson, a sculptor who cut the foundation stone which Prince Philip laid, Shipmate R. Kirtley, who carried out the duties of treasurer when Shipmate Hitchin was ill and Shipmate M. Davidson, a butcher who has "provided the more solid form of refreshment."

As the photograph on this page



shows, the new building is easily recognisable by the Southwick-made glass fibre crest of the Association. The front balcony is equipped with port and starboard lights and besides the door is the inscribed foundation stone.

The entrance hall leads directly to the concert room, which has wood-panelled walls, a hardwood dance floor, a stage with a copper and mahogany front, and a bar and a serving counter for meals prepared in the adjoining kitchen. A plaque bearing the names of the founders—A. Johnson, A. Edmundson, G. E. Hitchin, G. Gibson, J. B. R. Collins, W. G. Doubleday and E. Rennie—is seen as the entrance hall is crossed.

The "Chain Locker" is a bar reserved for the male members of the club and has green tables and chairs, and the bar counter has motifs suggesting a sailor's collar, and the far wall holds two lifebelts.

There is an unobtrusive naval flavour throughout the club. The hand-rail of the main staircase, for instance, is fitted with ropes. The first-floor foyer has a glass screen embellished with incised coloured badges representing the various branches of the Navy.

DELIGHTFUL LOUNGE

This foyer gives access to the members' lounge, a delightful room with a specially woven carpet. Naval crowns decorate the front of the bar and a clock sounds the time in the manner of a ship's bell.

In the headquarters there are a secretary's room, a large committee room and a flat for the steward. The whole building is splendidly decorated and with concealed and decorative lighting as appropriate. The flagstaff and the crest can be flood-lit.

The present membership of the club is about 900, but the chairman, Shipmate Johnson, believes it can be much higher. He feels that the branch is really only touching the fringe and that there must be at least 3,000 to 4,000 ex-naval men and women in Sunderland.

A CORDIAL WELCOME

Paying tribute to the hard work of the officials, committee and members who had helped the branch to achieve the Association's four aims—unity, loyalty, patriotism and comradeship—the chairman said: "Naval comradeship is second to none, and we must try to keep comradeship." Naval and ex-naval personnel will find a cordial welcome at the club, and can find relaxation and entertainment in conditions of near luxury.

The magnificent new headquarters of the Wear Branch, recently officially opened in Sunderland. On the right is Rear-Admiral R. M. J. Hutton, president of No. 11 Area of the Royal Naval Association, who entered the Navy in 1912, was educated at Osborne and Dartmouth, and first went to sea in H.M.S. Indomitable with Admiral Beatty's squadron of battle cruisers at the age of 15, and was at the Battle of Jutland. He retired from the Service in 1953

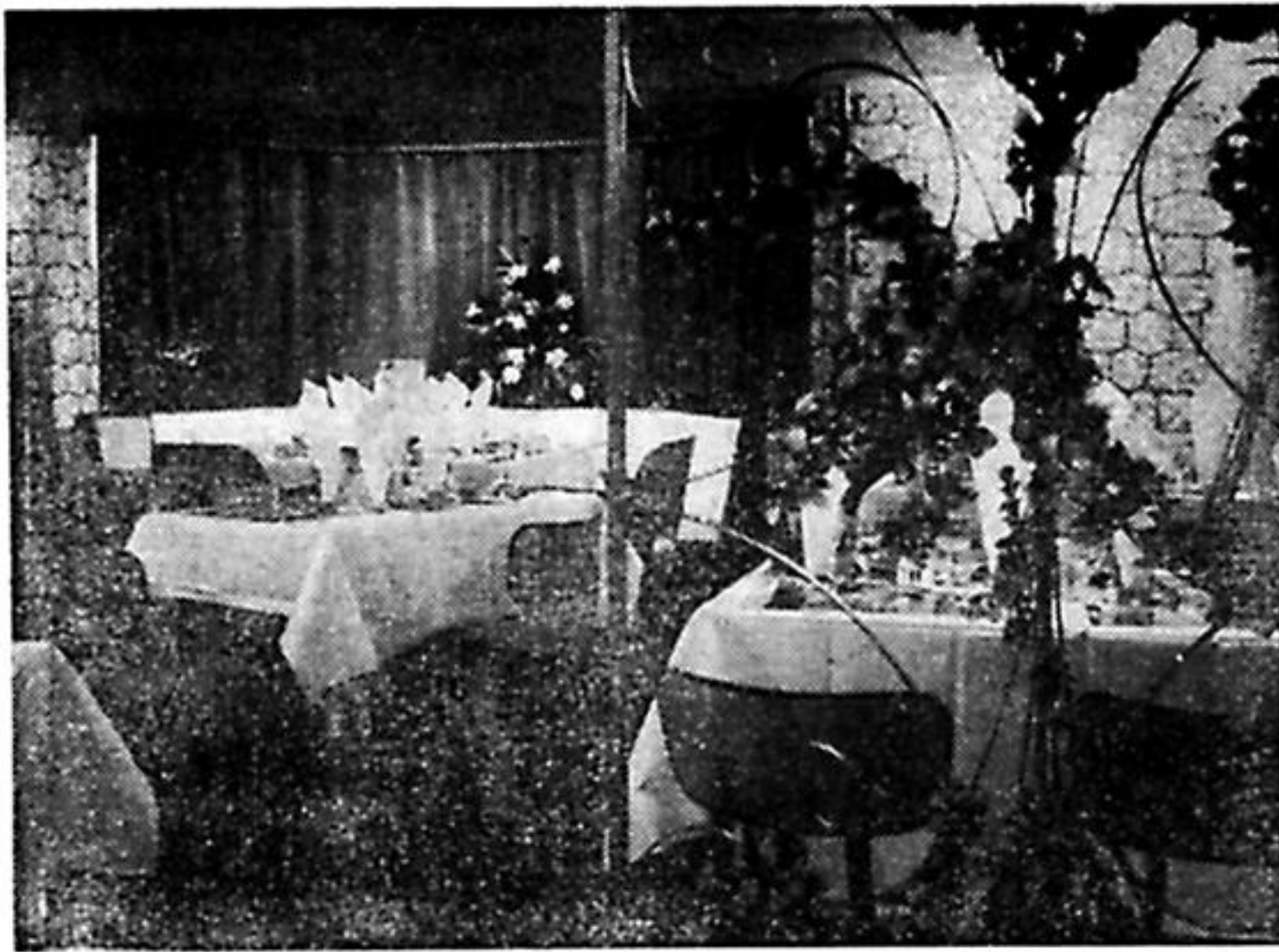


Photographs by courtesy of "Sunderland Echo."



Shipmate Andrew Johnson, chairman of the branch, with the bell from the "River" class frigate H.M.S. Wear, and which signals "Time, gentlemen, please," every evening. On the right is the spacious lounge, a delightful room, with a specially woven carpet in blue and gold with a motif of sailor's equipment ranging over wheels, charts, sextants, searchlights, capstans and pennants. There is an array of crests given by visiting ships and the curtains have a pattern of battleships from Nelson's day to the present





Part of the modernised restaurant of the Royal Naval Engineers' Club

THE 'TIFFIES' CLUB IS A FIRST CLASS RENDEZVOUS

THE word "club" conjures up different things to different people. To the caveman the word meant a thick, heavy stick with one end thicker than the other. To the golfer it means one of the sticks. To the teenager it possibly means a basement room with coffee, canned music and twisting; to others it is probably synonymous with a drinking den; and those of an older generation probably think of the wealthy man sitting in a large armchair reading "The Times," drinking his brandy, and looking shocked if anyone spoke above a whisper.

Your reporter was privileged last month to visit the inauguration of the Tubalcain Restaurant, which forms part of the Royal Naval Engineers' Club in Southsea.

Naval men, over the years, have known of the various "E.R.As." Clubs in different parts of the world. The one at Holland House, 46, Clarence Parade, Southsea, is the sole survivor. It is now opened at an extremely reasonable annual subscription—£1 per annum and 2s. 6d. per annum for a member's wife—to all artificers, engine room, electrical, ordnance, shipwrights and the like, serving and ex-serving.

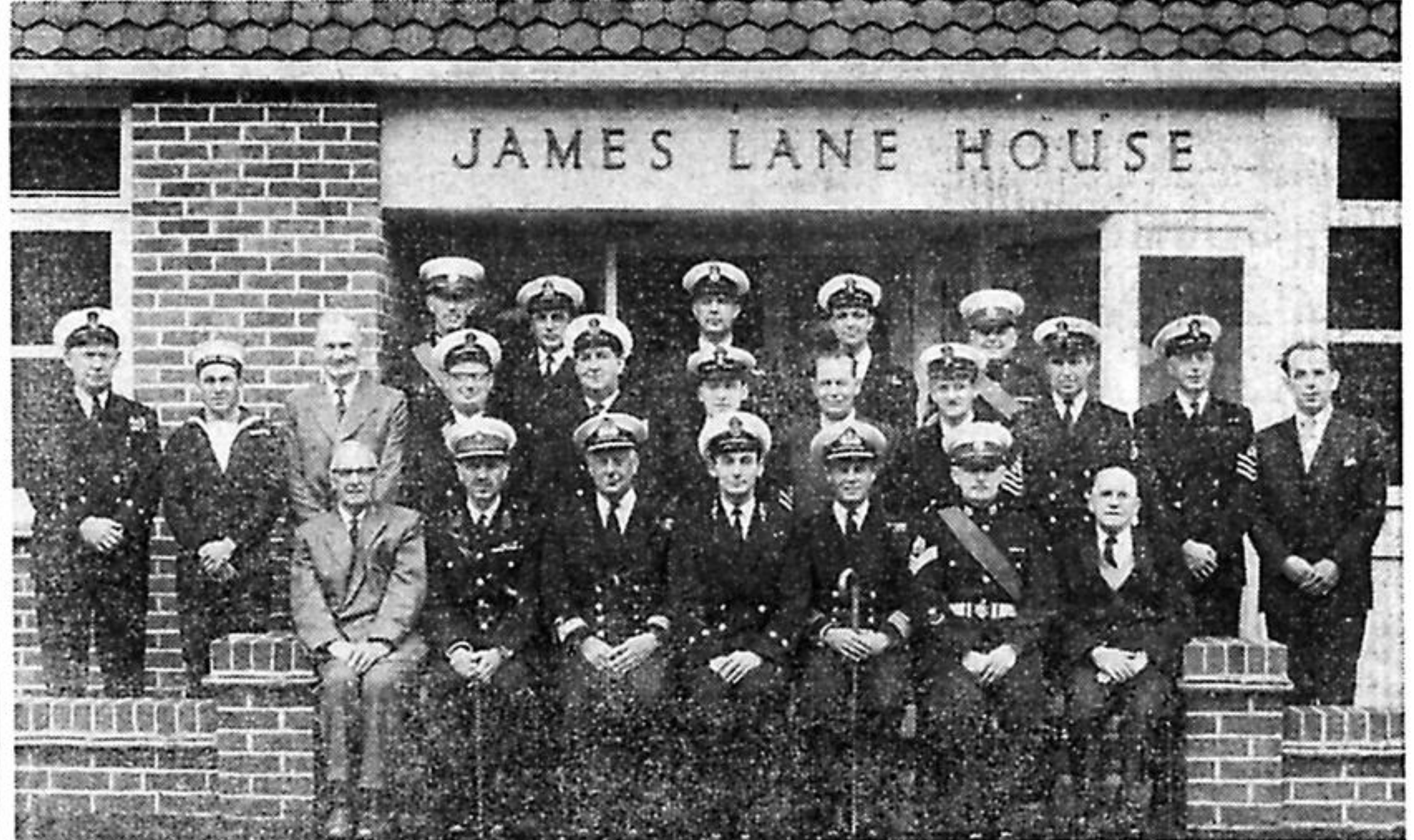
The club, which moved to its present situation in 1947, was opened by Admiral Sir Geoffrey Layton, then Commander-in-Chief, Portsmouth.

Situated in possibly the most charming part of Southsea, overlooking the common and with the sea only a couple of hundred yards away, and nearer still to a fine shopping centre, the club is most delightful. In the entrance hall are the Rolls of Honour giving the names of the artificers who lost their lives in the First and Second World Wars. There is also a Book of Remembrance.

Overlooking the tree-clad common, on the ground floor, is a fine comfortable lounge with a well-stocked bar. On this floor also are a billiard room and another lounge with television, etc.

The newly refurbished restaurant, which was opened by Cdr. J. H. L. Spill, R.N., the Executive Officer of

(Continued on page 16, col. 1)



Members, officials and advisory officers of the Portsmouth local committee of the Royal Naval Benevolent Trust outside the new James Lane House. Back row: Sgt. R. E. Lloyd-Smith, R.M., S.C.P.O.(S) H. B. Jervis, M.A.A. J. P. Doubleday, C.C.Y. J. Bowden, C./Sgt. F. E. Petty, R.M. Middle row: C.E.R.A. J. Watt, L.A.M.(A/E) R. S. Shaylor, Mr. R. Rodgers, M.B.E., B.E.M., Pens. P.O.Tel., S.B.C.P.O. D. Clark, C.R.S. J. D. Petchey, P.O.M.(E) S. C. Barr, Mr. F. H. Freeborn, Pens. Ch.M.E., P.O.(T.A.S.I.) R. L. Carver, R.E.A.(A) P. G. Strange, S.B.P.O. E. R. W. Hough, Mr. E. H. Ross, M.W.I. (the local secretary). Front row: Mr. W. H. Windsor, Pens. Shipt. (honorary local treasurer), Colonel P. Beeman, D.S.C., R.M. (advisory officer), Cdr. P. G. Sharpe, D.S.C. (advisory officer), C.P.O.Wtr. G. E. Skeens (chairman), Capt. K. H. Farnhill, O.B.E., R.N. (advisory officer), C./Sgt. D. E. Wilson, R.M. (deputy chairman), Mr. J. R. Ward, Pens. S.P.O. (founder member of the Portsmouth local committee)

FORMER C-in-C PORTSMOUTH OPENS TRUST'S NEW OFFICES

Founder Member still active

WITH disbursements averaging nearly £1,000 per week and with case files totalling well over 100,000, the Portsmouth Local Committee of the Royal Naval Benevolent Trust need headquarters, not only benefiting the stature of the Trust, and the nature of its work, but also offices which can help to provide the necessary organisation and efficiency.

The new headquarters, at 2A Twyford Avenue, Portsmouth, and named after the late Councillor James Lane who, while serving and when he left the Navy, did so much for the naval community, fulfil these requirements admirably and were officially opened on June 30 by Admiral of the Fleet Sir George Creasy, G.C.B., C.B.E., D.S.O., M.V.O., D.L., Past President of the Trust.

The new offices are modern, cheerful, and tastefully decorated, and those who have occasion to take their problems there will find that they can do so in comfort and privacy.

MEN WHO HELP OTHERS

When he declared the buildings officially opened Sir George referred to the happiness it gave him to open the new buildings, probably his last job for the Trust, and to the generosity of the Castaways Club, which had given the land on which the offices stood some years ago. The Lord Mayor of Portsmouth also spoke of the pleasure it gave him to be present. Among those present, in addition to the members of the Local Committee and their wives, was Lady Creasy who, with Admiral Creasy, has been so closely connected with Portsmouth and the R.N.B.T. Sir George was President of the Trust for six years until last year, and the esteem in which he is held is reflected in the unanimous wish of the Local Committee that he be asked to officiate at the official opening.

Others present included the Lord Mayor and Lady Mayoress of Portsmouth (Alderman and Mrs. J. A. Nye). The Mayor and Mayoress of Gosport (Councillor and Mrs. H. W. Cooley), Admiral Sir Wilfrid Woods, K.C.B., D.S.O. (Commander-in-Chief, Portsmouth) and Lady Woods, Admiral Sir Alexander Bingley, G.C.B., O.B.E. (President of the Trust), Admiral E. L. S. King, C.B.E., M.V.O., D.L. (a Governor appointed by the Admiralty), Major-General R. D. Houghton, C.B., O.B.E., M.C., R.M. and Mrs. Houghton, Cdr. K. A. Sellar, D.S.O., D.S.C., R.N. (representing the Castaways Club), Mr. G. Morley (Hon. Treasurer) and Lieut.-Cdr. H. B. Binks, O.B.E., D.S.C., R.N. General Secretary of the Central Committee of the Trust, and Representatives from Chatham and Devonport, Past Chairmen and employees, Mr. G. Cogswell, architect and Mr. A. F. Jones represented the firm of builders.

CIVIC INTEREST

When the Chairman of the Local Committee, C.P.O.Wtr. G. E. Skeens introduced the Admiral of the Fleet, he welcomed all the visitors, saying it was a very great personal privilege for him to be the present Chairman. Con-

mouth and the Mayor and Mayoress of Gosport.

The Portsmouth Local Committee has come a long way since 1922 when the Local Committee occupied a small room in the old Sailors' Rest in Commercial Road, but it is interesting to note that Mr. J. R. Ward, a founder member of the Committee is still taking an active part in its activities and is at present a member. He is also supported by two other ex-serving members with over 30 years' voluntary service to their credit.

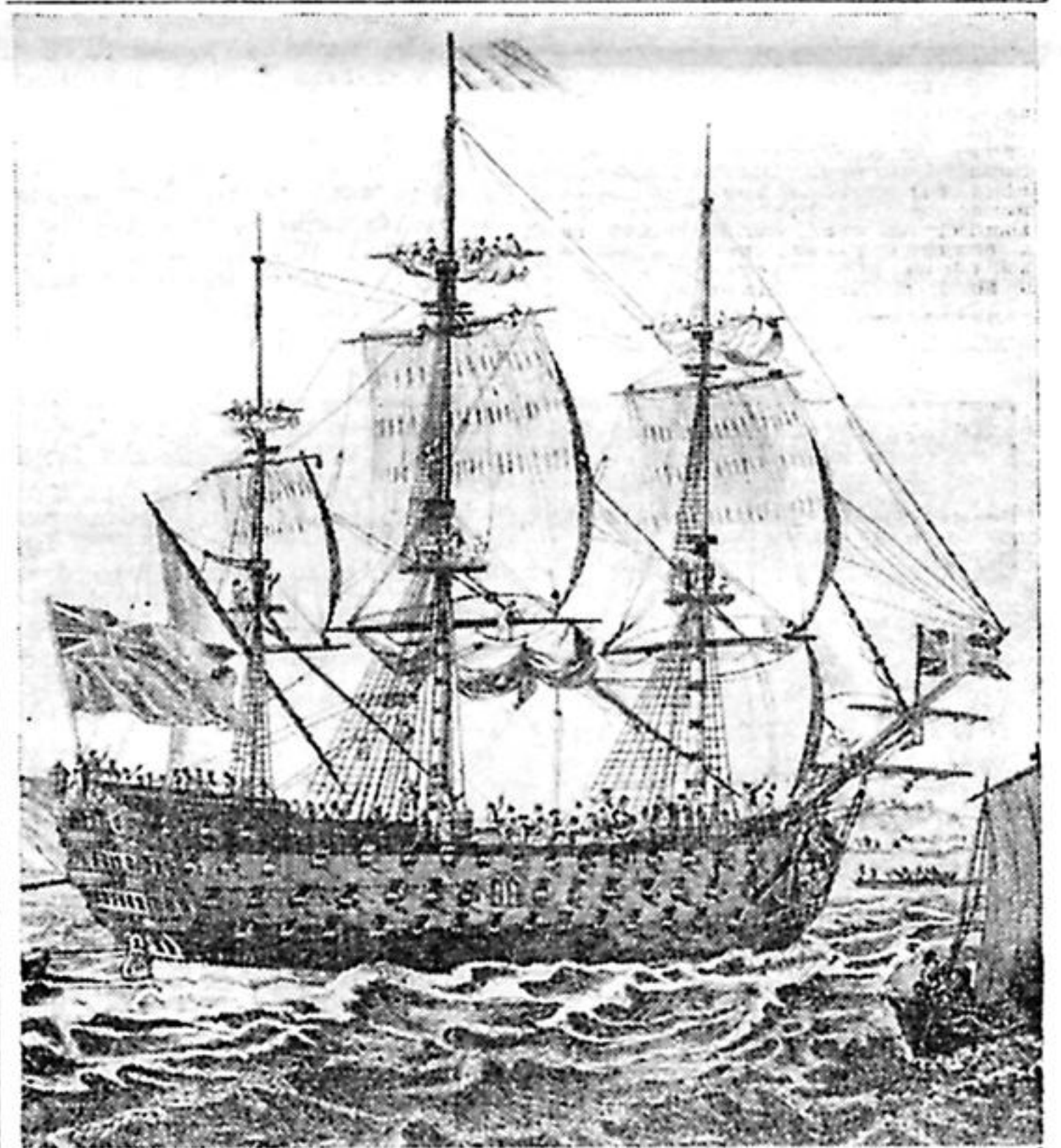
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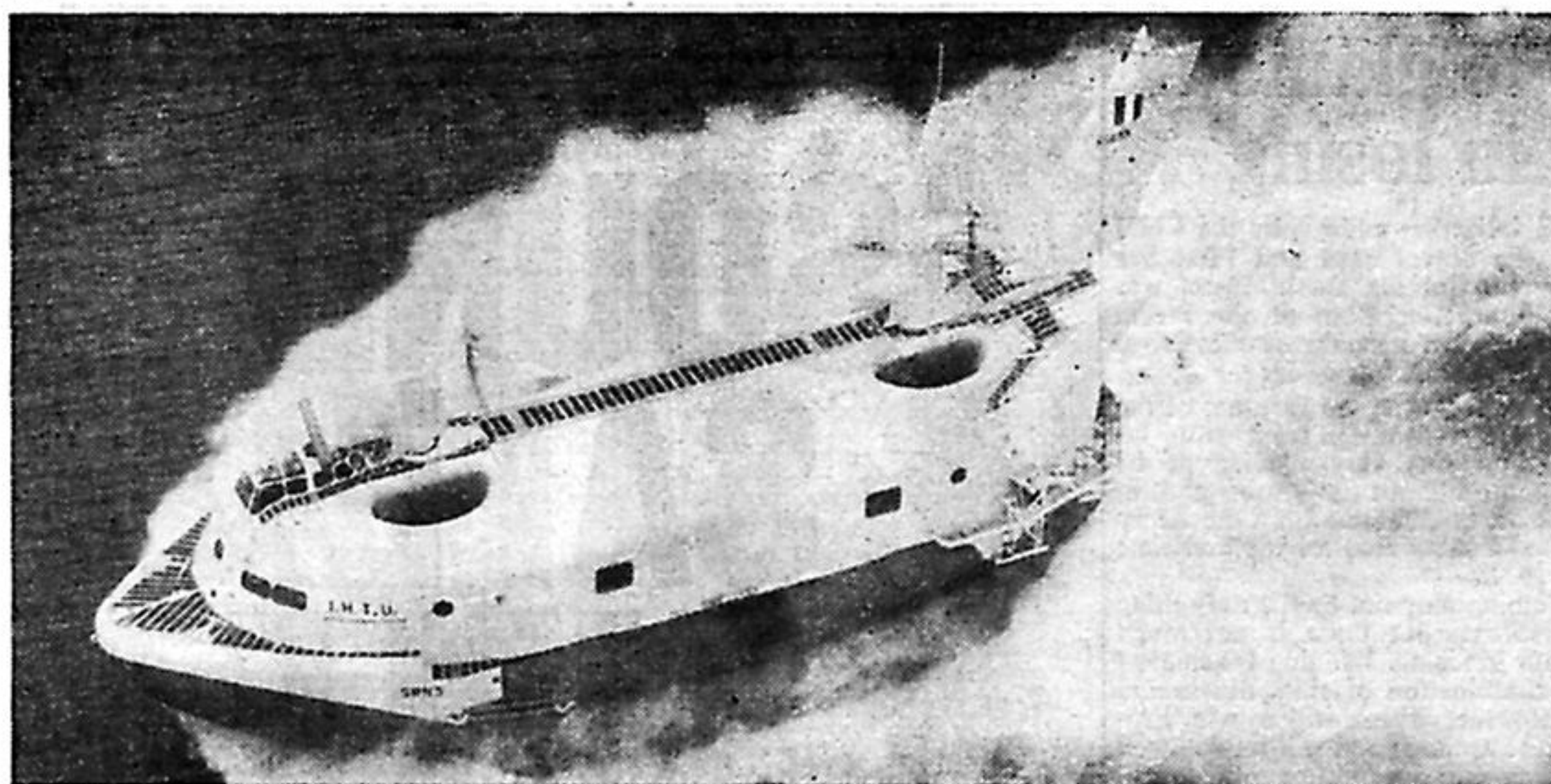


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THE world's largest hovercraft, the S.R.N.3, was handed over to the Inter-Service Hovercraft Trials Unit at H.M.S. Ariel, Lee-on-Solent, on June 2.

The hovercraft was received on behalf of the Defence Forces by the Flag Officer, Naval Air Command, Vice-Admiral Sir Richard Smeeton, K.C.B., M.B.E., in the presence of Major-General W. D. M. Raeburn, D.S.O., M.B.E., and Air Vice-Marshal R. H. E. Empson, C.B., C.B.E., A.F.C., and some 80 other representatives of the three Services, the Ministry of Aviation and the Westland Aircraft Company.

Guard and band were paraded for the occasion, the guard being provided by H.M.S. Ariel, and band by the 10th Hussars.

The hovercraft demonstrated its paces after the ceremony, and is shown at speed in the accompanying photograph.

The craft weighs 32½ tons, has a length of 70 ft., and a beam of 29½ ft. It is capable of speeds up to 70 knots.

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The S.R.N. 3—the world's largest hovercraft—at speed, after the handing-over ceremony

Sevenoaks comes back at Portland

WHEN the secretary of the Sevenoaks branch of the Royal Naval Association was on holiday in Weymouth recently, he was invited to attend a committee meeting of the Portland branch and readers of the June issue will recall "I don't think I knew what went on during the meeting; well, they Kent vellers don't talk like we do, for a start!"

The Sevenoaks's secretary may not be able to talk but he can write!—"Sir, I read in the issue of Navy News that the Secretary of the Portland branch reckons that we Men of Kent don't talk like they do. Well, I was down there for my holidays and spent a week with the aforesaid secretary and his wife, and while there he invited me to a committee meeting.

"Now I really appreciated this kind offer and went out to the Island with him. The first thing you do is to go through a barrier where the police check to see that you have not broken out of the local prison. Then you are searched for small arms and after that you are taken to the customs and change your money into local currency. Finally you are taken to a pub very near to those awful rocks and I had visions that if I said one word out

of place, I would be eased gently out of the window into the 'oggin,' so I just sat there and only spoke when spoken to.

"But on the mainland it is a different thing altogether. With the secretary's wife we went to a Weymouth Bingo session and much to our joy we won three prizes and left the hall under escort.

"I would like to thank the people both of Portland and Weymouth branches for their welcome, also the secretary's wife for a very enjoyable holiday.

FUN AND GAMES IN KENT

"We of the Sevenoaks branch have just had our Annual Dinner and Dance, attended by over 80. After splicing the main brace all the ladies were presented with a toy Kaolo Bear and after the dinner 'Hands to dance and skylark' was piped, and everyone had a thoroughly good time.

"So, if you let that bloke at Portland know that we in Kent have fun and games and if we get any more 'flannel' from him we will be popping down there and show those Portlanders a thing or two. Hoping, Sir, that you can put this in your next issue and so 'Pipe him down a bit,' I will be very much obliged.—Yours, etc., C. F. TINKER, Secretary, Sevenoaks Branch."

Rear-Admiral J. M. D. Gray, the Director General of Naval Training, visited H.M.S. Sultan on June 24.

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NEW YACHT FOR AIR COMMAND



Taranto, the new yacht purchased for cruising and racing by officers and men of the Naval Air Command, being brought round from the Southampton yard of Camper & Nicholson to the Hornet Naval Yacht Centre, Gosport, by Capt. F. Stovin-Bradford, D.S.C. and Bar, R.N. Generous assistance for this project was received from the Nuffield Trust. The name, of course, refers to the brilliant enterprise of November 11, 1940, when Swordfish aircraft from H.M.S. Illustrious did so much damage to the Italian Fleet at Taranto.

(Continued from page 14, col. 2)

H.M.S. Sultan, with its modernised kitchen, is most attractively decorated and can accommodate up to 50 diners. With an excellent ex-naval officers' chef, the meals produced are first class and considerably cheaper than can be obtained in any comparable restaurant.

The club also contains another

larger cocktail lounge and can provide sleeping accommodation for about two dozen men.

Times have changed and with the modernised mess rooms and other social amenities in naval establishments "club life" has changed, but for parties, mess dinners and a place on shore to meet old friends and to make new ones, the Royal Naval Engineers' Club is a first-class rendezvous.

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'No glamour in losing'

THE following address by the Chief of the Naval Staff and First Sea Lord, Admiral Sir David Luce, was given on the occasion of the recent annual general meeting of the Royal Navy Football Association:

"I have followed the fortunes of the Royal Navy football team with interest, and was very pleased at its success throughout the season and, in particular, in defeating both the Army and Royal Air Force for the first time since 1932.

"Winning may not be the only thing that matters, but there is not much glamour in losing. Winning is achieved by a combination of skill, fitness and luck, together with a will to win. Provided the aptitude and will to play well are there, skill depends on good coaching and practice.

"I am very pleased to see that coaching courses for football, as well as for other sports, are organised in the R.N. School of Physical Training. The team was also helped to develop by the presence of some of our most experienced players, such as the team captain, R.E.A.(Air) Godwin, C.P.O. Coates and P.O. Topliss.

"We must remember that a happy and successful season depends on the co-operation of the ships and establishments, and the enthusiasm of the organisers and officials. If any game is to be properly conducted, we must have good officials—referees, umpires, etc.

"I would like to congratulate Collingwood on winning the Navy Cup, and Maidstone (Third Submarine Squadron) on being the first sea-going unit to reach the final since Ark Royal in 1939.

"The year 1963 was the centenary of the Football Association of England, the oldest national football association in the world. The fact that association football is so widely played throughout the world is largely due to the enthusiasm for the game taken with them by our Navy and Army teams for more than a century.

"For the coming season I wish the best of luck not only to the Royal Navy representative teams but also to the hundreds of teams in ships and establishments throughout the world."

Streamlined Tournament

THE Royal Tournament, to be held at Earls Court from July 8 to 25, has been streamlined to ensure that the show will not drag, even for a minute. In addition to the old favourites, the field-gun competition, the R.A.F. physical training display (including the ever-popular trampoline exhibition), the musical drive of the King's Troop, Royal Horse Artillery, and the musical ride of the Household Cavalry, there are two entirely new items.

Apart from the exciting field-gun run, the Royal Navy is putting on "Way aloft," young seamen performing feats of agility using an 80-foot mast—with no safety net. This mast-rigging and manning display by youngsters from H.M.S. Dryad and H.M.S. Mercury, will form the climax of the show.

The other new item is an exhibition of assault bridging, carried out entirely by new recruits, and which might well turn out to be almost as exciting as the field-gun competition. Two teams will compete against each other at each performance.

F.A.A. BENT ON WINNING

The Fleet Air Arm, which is celebrating its 50th anniversary, is bent on winning all three sections of the field-gun competition to mark the fact. This year, too, is the Royal Marines' Tercentenary, and their massed bands, always a favourite item, will close the programme.

The main Royal Air Force contribution is "Jump to Action," featuring the parachutists. This promises to be a most polished effort, given by experts.

The organisers are confident that this year's Royal Tournament will prove as popular as ever, showing that, even in this nuclear age, the basic factors of drill, physical fitness, co-ordination and enthusiasm are still of prime importance in the Forces. From experience they know that performances towards the end of the fortnight are always fully booked up and they suggest that it would be advisable to try to attend the earlier shows.

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